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C-17 MULTI-YEAR PRODUCTION STATEMENT OF WORK (SOW)

This Statement of Work defines the tasks required for the production and delivery of the C-17 Weapon System. When a reference is made to C-17 specifications within the body of this SOW, it shall refer to those specifications of the latest approved, authenticated revision, plus all approved Specification Change Notices (SCNs) contained in Section C of the contract. Tasks in this SOW in many cases are an extension of, but shall not duplicate, active efforts of the FSED contract and previously authorized C-17 production buys.

APPLICABLE DOCUMENTS

The documents listed below are applicable to the extent specified within the SOW. Changes to these documents shall be in accordance with Special Contract Requirement H-001.

DLAI 8210.1	Contractor's Flight and Ground Operations (26 Oct 99) Including exemptions listed in Attachment 1B
MDC S001	System Specification for C-17 Airlift System (28 Jun 00)
MDC S002(I)	Prime Item Development Specification for C-17A Air Vehicle (28 Jun 00)
TO 1-1-300	Acceptance/Functional Check Flights and Maintenance Operational Checks (15 Dec 98)
SAE AS9100	Quality Systems-Aerospace-Model for Quality Assurance in Design, Development, Production, Installation and Servicing (31 Jan 01)
SAWE	Recommended Practice 7
	Weight and Balance Control System
	(For Aircraft and Rotorcraft) (1 Sep 95)
SAWE	Recommended Practice 8
	Weight and Balance Reporting Forms for Aircraft
	(Including Rotorcraft) (1 Sep 95)
MDC P240	Mass Properties Control and Management Plan (MPCMP) (15 Jun 84)
MDC J9208	Durability and Damage Tolerance Control Plan (Rev F Jul 99)
MDC 95H0048	Configuration Management Plan (31 May 01)
	Configuration Item Specifications
	Computer Program Configuration Item Specifications
	Critical Item Specifications
MDC 95K7098	Software Development Plan (Version 6 / 8 May 02)
RTCA/DO-178B	Software Considerations in Airborne Systems and Equipment Certification (1 Dec 92)
PRO-251	Records and Information Management Program (3 Apr 01)
MDC 93K7250	C-17 System Safety Program Plan (1 May 01)
MDC P211	C-17 Parts Management Plan (14 Apr 97)
MDC 01K7019	Manufacturing Management Systems Report (22 Mar 01)

TA-PD-261M C-17 Drawing Requirements Manual (18 Feb 00)
TA-027 Property Management Manual (19 Nov 98)
TA-QM-001 A&T Programs Quality Manual (4 Mar 02)

- **1. C-17 Air Vehicle:** The Contractor shall provide all materials and services required to fabricate, assemble, qualify, and deliver complete C-17 Air Vehicles in accordance with the System Specification for C-17 Airlift System, Prime Item Development Specification for C-17A Air Vehicle, Configuration Item (CI) Specifications, Computer Program Configuration Item (CPCI) Specifications, and Critical Item (CRI) Specifications as specified in the contract.
- **2. Data Access and Systems Interface:** The Contractor shall maintain a C-17 Program Management Information System. The Contractor shall provide the Government access to Contractor C-17 program management data systems (excluding any cost or financial data systems), maximizing the shared use of integrated electronic data. The Contractor shall provide support and assistance as necessary for Government personnel requiring access to Contractor data systems. The Contractor shall maintain a Records and Information Management Program in accordance with Procedure PRO-251, and shall provide Government access to the Master Records Retention Schedule for C-17 related records. In addition the Contractor shall maintain and make available data listed in the Data Accession List (DAL) as requested by the Government. (DI-MGMT-81453, *Data Accession List*)
- **3. Management Systems:** Contractor self-governance is a key tenet of this program. The Contractor shall perform the below listed management efforts required for the production of the C-17 weapons system. The Contractor shall continue to support and participate in periodic meetings with representatives of the procuring agency. The Contractor shall maintain the generated reference documents listed in the "Applicable Documents" section so they remain current. The Government shall be allowed to participate in system evaluations and audits.
 - **A.** Quality Assurance Management System: The Contractor shall have a quality assurance system based on SAE AS 9100 for manufactured and newly deployed aircraft to the field. The Contractor's quality assurance system shall ensure emphasis on defect prevention in preference to detection, closed loop corrective action including root cause analysis and associated engineering tasks, effective supplier management, process management, variability reduction, and pursuit of continuous improvement. The Boeing Quality Management System is documented in TA-QM-001, A&T Programs Quality Manual. The Government may perform any necessary evaluations to ascertain conformance to contract requirements regardless of place of manufacture or performance. Acceptance of any nonconforming material is the sole prerogative of the Government. The Government reserves the right to disapprove the quality system.

- **B. Software Quality Assurance Management System:** The Contractor shall maintain a software quality program in accordance with the *Software Development Plan* (SDP) (MDC 95K7098).
- C. Software Development: The Contractor shall comply with the C-17 SDP, MDC 95K7098. Any C-17 RTCA/DO-178B certification efforts, coordinating with certifying agencies, and presenting compliance data, is the responsibility of the Government. Data beyond that required via CDRL to support the certification efforts shall be made available to the Government via the DAL. In some cases, requested data may only be available at the developers' facilities. The Government shall have timely access to that data upon request. These data shall be available through six months after last aircraft delivery of this contract.
 - 1. For LRU's not required for Navigation Safety & Air Traffic Certification: The Contractor shall apply processes and product verification methodologies that are compliant with the approved C-17 SDP.
 - 2. For the obsolescence redesign LRU's affected by the Navigation Safety & Air Traffic Management Certification (ADC, AFCSCP, APDMC, CAWS, FCC, MCD, MCK, MCP, MFD, SCE/FC, WAP, and WCC): The Contractor shall complete a system safety assessment to define the Navigation Safety & Air Traffic Management certification criticality levels. The Contractor shall apply processes and product verification methodologies that are compliant with the SDP to design, develop, document, and test software associated with obsolescence and redesign, in accordance with the Follow-On Obsolescence Mitigation Matrix (Attachment 1A).
 - 3. For changes performed under the follow-on contract to Navigation Safety & Air Traffic Management Certified LRU's: The Contractor shall complete a system safety assessment to determine the impacts to Navigation Safety & Air Traffic Management certification. The Contractor shall apply processes and product verification methodologies that are compliant with the SDP to design, develop, document, and test in accordance with the system safety assessment.
- **D. Systems Engineering:** The Contractor shall utilize a systems engineering process to develop, qualify, and incorporate Boeing and supplier initiated changes into the C-17 air vehicle in accordance with the Contractor's processes and procedures. Design changes shall not degrade performance, reliability, maintainability, safety, survivability, sustainment and cost/producibility without Government notification. Reports, analyses, and other documentation, for approved changes, arising from the system engineering process shall be made available to the Government.

- **E. Parts Management:** The Contractor shall manage and maintain a Parts Control Program in accordance with the *C-17 Parts Management Plan* (MDC P211). The Contractor shall maintain a current list of Interchangeable and Replaceable parts. The Contractor shall participate in the Government/Industry Data Exchange Program (GIDEP) and notify the Government whenever a GIDEP alert/advisory impacts the C-17 program. The Contractor shall also support the Government in disposition of Airworthiness Advisories and resolution of pre-delivered aircraft impacts. The Contractor shall redesign the LRUs listed in the Follow-On Obsolescence Mitigation Matrix (Attachment 1A) to address current obsolescence issues.
- **F. Systems Safety:** The Contractor shall maintain a system safety program in accordance with the *C-17 System Safety Program Plan* (SSPP) (MDC 93K7250). The Contractor shall support and coordinate safety issues arising during aircraft production.
- G. Operational Safety, Suitability, and Effectiveness (OSS&E) Management Support: The Contractor shall perform the systems engineering, configuration management, and analysis of logistics impacts required for the continued operational safety, suitability, and effectiveness of the C-17 weapon system. For changes to the C-17 weapon system, OSS&E will be addressed by the contract funding each change.
- **H. Configuration/Change Management:** The Contractor shall comply with the *C-17 Configuration Management Plan* (CMP) (MDC-95H0048). Change classification is defined in accordance with the Configuration Management Plan. The Contractor may develop and incorporate Class II changes to the C-17 air vehicle. (DI-A-3020B/T, *Contract Change Proposal/Task Change Proposal*) (DI-E-3106/T, *Specification Maintenance Document/Specification Change Notice*) (DI-E-3133/T, *Configuration Management Accounting Reports*) (DI-E-3129/T, *Request for Deviation and Waiver*)
- **I. Property Management System:** The Contractor shall maintain a property management system for the use, preservation, maintenance, repair, and protection of Government property. The System is documented in the *Property Management Manual* (TA-027). (DI-P-6162A, *DD Form 610 GFE Requirement Schedule*)
- **J. Supplier Management System:** The Contractor shall maintain a supplier management system that monitors and controls the performance of their suppliers, subcontractors, and other Boeing divisions (i.e. Interdivisional Work Authorizations) as documented in the Contractor's supplier management processes and procedures.
- **K. Manufacturing Management System:** The Contractor shall maintain a manufacturing/production management system that ensures the production of a quality product in accordance with established schedules. This system is described in the *Manufacturing Management Systems Report*, MDC 01K7019.

- **4. Engineering Data:** The Contractor shall continue to maintain all engineering data for current configurations of the C-17 Aircraft System including production configurations, retrofit configurations, support equipment and spares procured as the result of this or previous contracts. Engineering data includes drawings, Model Based Definition (MBD) data sets, Computer Aided Design (CAD) models, and associated lists. MBD data set is defined as the annotated 3D Master model, MBD Drawing, and associated lists. For new design and design modifications, the Contractor shall have the option of generating 2D drawings or MBD data sets in accordance with C-17 Drawing Requirements Manual (TA-PD-261M) (DRM) and applicable Engineering Technical Operating Procedures (ETOP's). Revisions to the DRM or ETOP(s) that affect MBD engineering disclosure or data set elements shall be approved by the C-17 SPO (ASC/YC). Items newly developed and/or the portions developmentally modified with Government funds under this contract shall be documented by engineering data which provides complete design disclosure information to enable another manufacturer to produce the physical and performance characteristics of the currently used item without the need for additional design effort, additional design data, or recourse to the original design activity. The engineering data shall reflect the end product(s) at its highest level of design maturity; provide sufficient information for support of quantity production; and provide necessary data (such as associated lists, manufacturing processes, standards, test and inspection data) to permit competitive acquisition of items interchangeable to the currently used items. Items not newly developed shall be documented with control drawings, standard part number, vendor part number or identifying number and FSCM/CAGE code in accordance with the Boeing C-17 DRM format requirements. The Contractor shall ensure that equivalent engineering data requirements are flowed-down to subcontractors, as applicable. (DI-E-7031, Drawings, Engineering and Associated Lists)
 - **A. System Deployment and Maintenance:** The Contractor shall provide a C-17 Product Data Manager (PDM) database that integrates existing and future electronic data including: 3D models with drawings, MBD data sets, associated lists and Engineering Orders. The Contractor shall ensure that the integrity and currency of the C-17 PDM database is maintained.
 - **B. C-17 Engineering Digital Data Access:** The Contractor shall provide continuous access to C-17 PDM data through the C-17 Parts Structure Navigator (PSN) or Warner Robins ALC Technical Data Portal. All released model data, including MBD, shall be available in native and neutral formats. Low cost viewing formatted models for MBD will also be made available when implemented by the Contractor. The Contractor shall ensure that source electronic data (data required to constitute full disclosure) is retained, retrievable, and usable for the life of the contract. The Contractor shall also provide access through PSN for operation and training documentation for PSN and MBD usage and MBD interpretation. (DI-E-7031, *Drawings, Engineering and Associated Lists*)
- **5. Aircraft Acceptance and Delivery:** The Contractor shall provide support for aircraft acceptance and delivery. On aircraft testing shall be conducted to demonstrate the functional integrity of components and subsystems, and safe operation and integration of each complete air vehicle. Functional/Acceptance flights shall verify system functionality

in accordance with contractual requirements (DLAI 8210.1, Contractor's Flight and Ground Operations, including exemptions listed in Attachment 1B, Flight Operations Training Documentation and Associated Exemptions) (USAF T.O. 1-1-300 Acceptance/Functional Check Flights and Maintenance Operational Checks). Maintenance shall be accomplished in accordance with Government approved Contractor procedures. (DI-M-3418C, Aerospace Vehicle, Equipment Maintenance, Historical and Inventory Resources)

- **6. Engine Interface Management:** The Contractor shall maintain an Associate Contractor Agreement (ACA) with Pratt &Whitney. The Contractor shall maintain an Interface Control Document (ICD) which shall contain the following as a minimum: definition of engine stability requirements, exhaust nozzle external flow characteristics, thrust reverser, software interfaces, and engine monitoring system interface with airframe and ground equipment. (DI-E-30131/T, *Interface Control Document*)
- **7. Mass Properties:** The Contractor shall maintain a Mass Properties Program in accordance with the *C-17 Mass Properties Control and Management Plan*, MDC P240, and *Society of Allied Weight Engineers (SAWE) Recommended Practices 7 and 8*. The Contractor shall conduct continuing mass properties analysis, calculations, and verifications to provide weight, balance, and inertia data. The Contractor shall maintain a system to provide weight and balance control, and to facilitate preparation of the weight and balance data specified. The Contractor shall weigh, validate, document, and report the actual weight of the 1st, 15th, and every 15th aircraft thereafter IAW *SAWE Recommended Practice 7*. For those aircraft weighed, if the Manufacturing Variation (difference between the Actual Weight Empty and Control Book Weight Empty) exceeds 0.40%, the Contractor shall also weigh, validate, document, and report the actual weight of the subsequent 8th aircraft. (DI-S-3584/T, *Weight Balance and Inertia (Mass Properties) Data-Aircraft*)
- **8. Aircraft Structural Integrity:** The Contractor shall maintain durability and damage tolerance control in accordance with the *Durability and Damage Tolerance Control Plan*, MDC J9208.

Attachment 1A Follow-On Obsolescence Mitigation Matrix

C-17 USAF Follow-On Obsolescence

The purpose of this matrix is to summarize the obsolescence mitigation redesigns pertaining to the follow-on production contract.

Groundrules:

The following groundrules shall be adhered to by the Contractor:

- (a) At a minimum, redesigns shall be backward compatible at the Line Replacement Unit (LRU) level with the exception of the SAU, CSMU, FCC and SCE/FC, which shall be backward compatible at the system level.
- (b) Software shall be developed in accordance with this Statement of Work, paragraph 3C, Software Development.
- (c) Hardware shall be developed and qualified in accordance with the System Specification for the C-17 Airlift System (MDC S001) and the Prime Item Development Specification for the C-17 Air Vehicle (MDC S002(I)).
- (d) LRU redesigns shall be coordinated with the Government and documented in Project Requirement Plans (PRPs)

Scope of Contractor's Redesign Obligations:

- (a) Non-recurring engineering labor
- (b) Support Systems labor
- (c) System Integration Labs labor (not including lab upgrades or DO-178B qualification of test equipment required for redesigns)
- (d) The Contractor shall document hardware and software changes. (DI-MCCR-80700, DI-IPSC-81433A/T, DI-IPSC-81434A/T, DI-IPSC-81435A/T, DI-IPSC-81436A/T, DI-IPSC-81438A/T, DI-IPSC-81439A/T, DI-IPSC-81440A/T, DI-IPSC-81441A/T, DI-IPSC-81442A/T, DI-MISC-80508/T, DI-M-6153/T)

Definition of Block Configuration:

Block 15	P-121 through P-137
Block 16	P-138 through P-152
Block 17	P-153 through P-180

Attachment 1A Follow-On Obsolescence Mitigation Matrix

Part	Part Name	Redesign Cut-in	DO-178B Level
ABC	Antiskid Brake Controller	P-138	В
ADC	Air Data Computer	P-121	A
ADLCP	Aerial Delivery Lock Control Panel	P-138	С
ADSC	Aerial Delivery System Controller	P-138	С
ADTD	Aircrew Data Transfer Device	P-138	С
ADU	Annunciator Dimming Unit	P-138	N/A
AFCSCP	Automatic Flight Control System Control Panel	P-121	В
APDMC	A/C Propulsion Data Management Computer	P-138	Α
APUC	APU Controller	P-138	С
BDHI	Bearing Distance Heading Indicator	P-121	С
CAWS	Central Aural Warning System	P-138	В
CSMU	Crash Survivable Memory Unit	P-121	С
EES	Emergency Egress Sequencer	P-138	N/A
ESCP	Electrical System Control Panel	P-138	N/A
ESP	Environmental System Panel	P-138	С
FCC	Flight Controls Computer	P-138	Α
FSP	Fuel System Panel-ER	P-138	С
HSC	Hydraulic System Controller	P-138	С
HSP	Hydraulic System Panel	P-138	С
IECS	Controller, Environmental Control System	P-138	С
LFCP	Loadmaster Forward Control Panel	P-138	С
MCD-DU	Mission Computer Display Unit	P-138	С
MCK	Mission Computer Keyboard	P-138	С
MCP	Multi-Function Control Panel	P-138	С
MFDC	Controller, Manifold Failure Detection	P-121	С
MFD-LCD	Multi Function Display	P-153	Α
SAU	Signal Acquisition Unit	P-121	С
SCEFC	Spoiler Control Electronic Flap Computer	P-138	Α
TFI	Total Fuel Indicator	P-138	N/A
WAP	Warning Annunciator Panel	P-138	В
WCC	Warning & Caution Computer	P-138	В

Attachment 1B FLIGHT OPERATIONS TRAINING DOCUMENTATION AND ASSOCIATED EXEMPTIONS

I. GENERAL

Pursuant with the requirements of Defense Logistics Agency Instruction (DLAI) 8210.1, *Contractor Ground and Flight Procedures*, Boeing shall follow "service guidance" as specified in the aforementioned instruction using the aircrew training documentation from the procuring command. With the procuring command following aircrew training guidance from Headquarters United States Air Force (USAF) and the major command utilizing the aircraft following aircrew training guidance from Air Mobility Command (AMC), Boeing shall follow the "service guidance" documentation specified for Defense Contract Management Agency (DCMA) aircrews at Long Beach, California.

In order to develop a training and qualification program to meet the requirements of DLAI 8210.1, Boeing hereby requests that the following documents be listed as reference for the Multiple-Year Follow-On purchase of C-17A aircraft:

Air Force Instruction (AFI) 11-202, Volume 1 *Aircrew Training, Dated 30 June 2000* Air Force Instruction (AFI) 11-2C-17, Volume 1 *C-17 Aircrew Training, Dated 10 Feb 2000*

Additionally, exemptions will be granted as part of this contract to restrict training and currency requirements to meet those required to perform standard operations for contractors as controlled by DLAI 8210.1 and administered by DCMA. The aforementioned "service guidance" specifies a waiver authority for each document respectively and that authority shall remain the controlling authority for those items other than those specified by the contract. All waivers to "service guidance" documentation shall be processed via the Government Flight Representative (GFR) and DCMA as prescribed in DLAI 8210.1. The exemptions contained herein ensure both an adequate level of safety and provide a training and qualification system that is responsive to contractual requirements and economic considerations.

II. EXEMPTIONS - GENERAL

The following exemptions apply during the term of the contract:

Exemption 1: Documents referenced in either AFI 11-202, Volume 1 or AFI 11-2C-17, Volume 1 shall be used as references by the contractor. The contractor may elect to add references from the aforementioned documents to the contractor's flight procedures manual at the discretion of the contractor and with the approval of the GFR.

<u>Exemption 2</u>: The contractor shall not be required to track currency, training, or qualifications using the Air Force Operations Resource Management Systems (AFORMS).

III. EXEMPTIONS TO AFI 11-202, VOLUME 1

The following exemptions apply during the term of the contract:

<u>Exemption 3</u>: Page 3, paragraph 1.0, General: Boeing shall follow training programs as specified in the contractor's flight operations procedures and as approved by the GFR. When it is in the best interest of the

contractor and courses are offered and accepted by the contractor, Headquarters Air Education and Training Command (HQ AETC) instructions and syllabi shall be utilized. When AETC courses do not support contractor operations, the contractor shall request a modified course after approval by the GFR.

<u>Exemption 4</u>: Page 6, paragraph 1.5, In-Unit Training Time Limitations: Boeing shall set time limitations with concurrence from the GFR for crewmembers to complete training based on the contractor's procedures.

Exemption 5: Page 7, paragraphs 1.7, 1.7.1, 1.7.2, 1.7.3, and 1.7.4, Requalification Training: Boeing shall define the level of training for crewmembers commensurate with the previous qualifications of the individual and the associated mission requirements. The contractor shall follow the requirements of the contractor's GFR approved flight operations procedures to determine training requirements. Should the procedures not define the training required, it shall be the responsibility of the contractor's Director of Flight Operations (DFO) and Chief Pilot, along with the GFR to determine the level of training required for requalification.

<u>Exemption 6</u>: Page 8, paragraph 2.2.1, Physical Examinations: Due to contractor aircrew personnel being civilians and subject to the requirements of the Federal Aviation Administration (FAA), Boeing personnel shall obtain flight physicals from a FAA licensed civilian Aviation Medical Examiner (AME).

Exemption 7: Page 8, paragraph 2.3, Ground Training Requirements: Boeing has developed courseware for in-unit training courses and has qualified instructors. If it were to be determined that the contractor shall utilize formal courseware from the government, the GFR shall provide the contractor with the courseware and any supporting hardware.

Exemption 8: Page 8, paragraph 2.3.2, Written Examinations: Examinations shall be administered by Boeing personnel or those persons under contract with Boeing for the purpose of aircrew training. Examinations will be developed, maintained, and administered via approved Boeing training requirements and utilized in accordance with the contractor's flight operations procedures.

<u>Exemption 9</u>: Page 8, paragraph 2.3.4, Ground Training: The contractor shall establish training dates with the approval of the GFR that support contractor operations conducted under DLAI 8210.1.

Exemption 10: Page 8, paragraph 2.4, Flying Training Requirements: Approved in-unit training shall be accomplished as specified by the GFR approved contractor flight operations procedures. The contractor shall follow the contractor's approved procedures and the courseware shall be followed for content. Schedule and sequence shall be the responsibility of the contractor.

Exemption 11: Page 9, paragraph 2.5, Requalification: Boeing shall define the level of training for crewmembers commensurate with the previous qualifications of the individual and the associated mission requirements. The contractor shall follow the requirements of the contractor's GFR approved flight operations procedures to determine training requirements. Should the procedures not define the training required, it shall be the responsibility of the contractor's Director of Flight Operations (DFO) and Chief Pilot, along with the GFR to determine the level of training required for requalification.

Exemption 12: Page 9, paragraph 2.7, Multiple Qualification: In order to properly support contracts that Boeing has entered into with the government, Boeing reserves the right to assign personnel as required to support these contracts. The Boeing DFO and Chief Pilot shall work with the GFR to determine the number of personnel that shall maintain multiple currency and aircraft with which those individuals shall maintain currency.

Exemption 13: Page 10, paragraph 3.0, Mission Qualification Training: The minimum requirements for mission qualification shall be set by the contractor's flight operations procedures as approved by the GFR for contractor aircrew.

<u>Exemption 14</u>: Page 11, paragraph 4.1.4.7, Instrument Refresher Course: Boeing pilots shall complete a Boeing developed Instrument Refresher Course (IRC) as defined in the contractor's flight operations procedures.

<u>Exemption 15</u>: Page 11, paragraph 4.3 Training Events/Tables: The contractor shall not be required to track currency, training, or qualifications using the Air Force Operations Resource Management Systems (AFORMS).

<u>Exemption 16</u>: Page 11, paragraphs 4.4, 4.4.1, and 4.4.2, Currency: For those aircrew members that fly more than one mission or design aircraft, it shall be the responsibility of the DFO, Chief Pilot, and the GFR to determine currency requirements based on the contractor's flight operations procedures and mission requirements.

Exemption 17: Page 12, paragraph 4.6, Failure to Complete Continuation Training Requirements: Boeing shall not be required to report aircrew status via the Status of Resources and Training System (SORTS). Boeing shall report monthly status to the GFR on crew availability as required in the contractor's flight operations procedures.

<u>Exemption 18</u>: Page 13, paragraph 4.10, Retraining: The retraining of Boeing personnel into another aircraft type shall be completed in accordance with contractor's flight operations procedures and training.

<u>Exemption 19</u>: Page 13, paragraph 5.0, Upgrade Training: Boeing aircrew shall complete upgrade training per the contractor's flight operations procedures as approved by the GFR.

IV. EXEMPTIONS TO AFI 11-2C-17, VOLUME 1

The following exemptions apply during the term of the contract:

Exemption 20: Page 8, paragraph 1.5.2: Boeing will utilize MAJCOM, FAA, DCMA, and company guidance to support the development of training programs for Boeing aircrew. Training programs developed for aircrews supporting operations conducted under DLAI 8210.1 shall be approved by the GFR as part of the contractor's flight operations procedures.

Exemption 21: Page 8, paragraph 1.5.2.1: The contractor shall obtain the approval of GFR for all training course modifications. Boeing shall submit modified course syllabi to the GFR for approval prior to submitting a request to AETC for training.

Exemption 22: Page 8, paragraph 1.5.2.2, Supplements: Boeing developed training programs shall be approved by the GFR and based on guidance from MAJCOM, FAA, DCMA, and the Boeing company. Information current on the date of procedure release shall be utilized. Changes to regulatory guidance, such as MAJCOM supplements, shall be reviewed for applicability to contractor operations. If the government makes a request to change Boeing procedures in order to address MAJCOM procedural changes or additions, Boeing will review the changes for applicability and cost of implementation. If it is determined by Boeing that the change is applicable to operations and there will be a cost increase to the company, the determination shall be forwarded to the SPO and ACO for approval and authorization of funding should they elect to authorize the change.

<u>Exemption 23</u>: Page 9, paragraph 1.6, In-Unit Training Time Limitations: Boeing shall set the time limitations with concurrence from the GFR for crewmembers to complete training based on the contractor's procedures..

Exemption 24: Page 9, paragraph 1.6.1: Any crewmember exceeding upgrade training time limits will be reported to the DFO, Chief Pilot, and the GFR. It shall be the responsibility of the DFO, Chief Pilot and the GFR to determine if time should be extended to allow the crewmember to complete training or any other action relating to the training of the crewmember per the contractor's flight operations procedures.

Exemption 25: Page 9, paragraph 1.7, Recurrency Training: For loss of currency of up to six (6) months, Boeing aircrew shall demonstrate proficiency to an instructor or examiner for all items that the aircrew member is delinquent. Beyond six (6) months, the aircrew member shall complete training per approved procedures as agreed to by the DFO, Chief Pilot, and the GFR.

Exemption 26: Page 10, paragraph 1.8, Requalification Training: Boeing shall define the level of training for crewmembers commensurate with the previous qualifications of the individual and the associated mission requirements. The contractor shall follow the requirements of the contractor's GFR approved flight operations procedures to determine training requirements. Should the procedures not define the training required, it shall be the responsibility of the contractor's Director of Flight Operations (DFO) and Chief Pilot, along with the GFR to determine the level of training required for requalification.

Exemption 27: Page 10, paragraph 1.10, Training Management System: Boeing will use a company developed system and maintain a training record for each company aircrew member. These records shall be reviewed annually by Flight Operations (Training and Management).

Exemption 28: Page 11, paragraph 1.12, Instructor Training and Supervision Requirements: Boeing shall maintain a staff of experienced personnel to perform as instructors and evaluators. Boeing will assign instructors and examiners in accordance with company procedures, considering the experience and proficiency of the crewmembers selected. All personnel selected to fulfill these positions shall be approved in writing by the GFR prior to performing the duties of either an instructor or evaluator.

Exemption 29: Page 12, paragraphs 2.3, 2.3.1, and 2.3.2, Initial Qualification Training Prerequisites: Boeing aircrew members shall complete initial qualifications in accordance with approved flight operations procedures. Once the crews have completed qualification training, they are qualified to perform the duties of Aircraft Commander (AC) based on previous qualifications, flight experience in other aircraft, and the Boeing procedures and classification system requirements. Boeing crews shall be exempt from flying overseas sorties, off-station missions, and the time restrictions for Aircraft Commander Air-Land (ACAL). Additionally, all Boeing pilots are qualified to perform the duties of both an AC and a co-pilot, thus shall be exempt from attending Co-Pilot Airdrop (CPAD).

Exemption 30: Page 13, paragraph 2.7, Multiple Qualifications: Boeing is not required to maintain FTL "A" in each aircraft and instead may divide the currency requirements between aircraft types. Boeing aircrew maintaining qualification in more than one aircraft type shall perform 50% of the required currency and qualification events in each aircraft. In addition, an annual check ride will be accomplished in each type of aircraft that currency and qualification is being maintained.

Exemption 31: Page 14, paragraph 3.1, Description: AFI 11-2C-17, Volume 1 establishes the minimum criteria for USAF crews, but Boeing criteria is based on USAF, DCMA, FAA and company guidance. Therefore, Boeing retains the right to arrange training, sequencing, and select the level of training based on the aforementioned guidance and the concurrence of the GFR as to the training program to be completed for each aircrew member. Additionally, mission qualification training shall be based on contractual mission requirements (e.g., flight test support, aircraft recovery, functional check flights) using the previously listed sources to develop the contractor training program.

Exemption 32: Page 14, paragraph 3.2, Time Periods of Mission Qualifications: Due to the type of operations conducted by Boeing in support of the C-17 program and the limited availability of aircraft, Boeing shall be exempt from the 90-day limit on mission qualification training. Boeing shall be responsible for the training

of aircrew members in a timely manner. If training will exceed 90-days, Boeing will coordinate with the GFR to ensure that training is satisfactorily accomplished within the approved procedures.

Exemption 33: Page 15, paragraph 3.4, 3.4.1, 3.4.2, 3.4.2.1, and 3.4.2.2, Flying Training Requirements: Boeing aircrew members do not maintain a Mission Ready (MR) status due to the type of operations conducted. Since Boeing pilots are qualified as aircraft commanders and can perform both the duties of an AC and a co-pilot, and do not perform direct delivery missions, Boeing shall be exempt from having newly qualified crewmembers fly a direct delivery sortie from the Auxiliary Crewmember (ACM) seat. For Boeing pilots required to complete Air Refueling (AR), training must be received from an examiner or instructor qualified in KC-10 and/or KC-135 AR, depending on training requirements. Boeing aircraft commanders shall be exempt from completing KC-10 AR certification within 45-days after AC qualification due to limited training opportunities for contractor crews to AR and the limited requirements for AR by contractor operations. Prior to missions requiring AR, crews will receive the required training from a qualified examiner or instructor.

Exemption 34: Page 17, table 4.1, Noncurrency Flying/Flight Continuation Training: Boeing shall follow the table below in lieu of using table 4.1 from AFI 11-2C-17, Volume 1.

NONCURRENT IN RESULT Phase Training CBTs **** **** Phase Training WST Instructor supervision required Air-Land Events ** ISOPREP Review Not applicable Tactical Events (Low-level, SAAF) Instructor supervision required Formation (including formation AR) Instructor supervision required Airdrop *** Instructor supervision required Overseas Sortie Not applicable

Table 4.1

NOTES (from AFI 11-2C-17V1):

- * Not applicable
- ** Minimum air-land currency for pilots includes takeoff, instrument approach, precision approach, non-precision approach, and landing
- *** For loadmasters, the restriction applies only to the delinquent event. For example, loadmasters may perform container delivery system (CDS) or heavy equipment drops while non-current for personnel drops.
- **** When a crewmember fails to complete semi-annual training, the DFO or Chief Pilot will inform the GFR in writing of the delinquency and develop a plan to ensure that the delinquent crewmember attends the next available training period.

Exemption 35: Page 17, paragraphs 4.3, 4.3.1, and 4.3.1.1, Responsibilities: Based on aircrew experience and aircraft proficiency, Boeing crewmembers shall be assigned a training level of "A" for flight (FTL) and "4" for ground (GTL), matching the Long Beach assigned DCMA aircrew. The determination of the training levels is the responsibility of the Boeing DFO and Chief Pilot, with the concurrence of the GFR.

<u>Exemption 36</u>: Page 19, paragraph 4.5.1.3, Centralized Aircrew Training Records: The contractor shall not be required to track currency, training, or qualifications using the Air Force Operations Resource Management Systems (AFORMS).

<u>Exemption 37</u>: Page 20, table 4.2, Ground Continuation Training Events: Boeing crews shall meet the requirements of Ground Training Level (GTL) 4 with several exceptions. As shown on the table below, the notes and training cycle times have been modified to reflect the requirements and mission of the contractor.

Table 4.2

EVENT	CODE	GTL 4
Instrument Refresher Course 3, 6	G130	C
CRM Refresher ³	G230	A
CRM Simulator ³	G240	A
Air-Land Phase Training 11	G261-G264	S
Egress Training, Non-ejection ¹	LS08	A
Flight Physical ¹	PP01	A
Physiological Training ^{1, 4}	PP11	(See Note)
Flight Records Review ²	RR01	A
A = Annual $B = Biennial$ $C = Check Cycle$ $Q = Quarterly$		
N/R = Not Required S = Semi-Annual		

NOTES (from AFI 11-2C-17, Volume 1):

- 1. Mandatory grounding item on expiration date; individual will not fly until required training is accomplished.
- 2. Not required to maintain mission ready status, but should be accomplished when due.
- 3. Accomplished concurrently with semi-annual phase trainers.
- 4. Training required every 5 years and for those with over 20 years of flight experience the chamber portion of the physiological training is not required.
- 5. Not applicable.
- 6. Applies to pilots only.
- 7. Not applicable.
- 8. Not applicable.
- 9. Not applicable.
- 10. Not applicable.
- 11. Not applicable.

<u>Exemption 38</u>: Page 21, paragraph 4.5.1.6, Aircraft Servicing: Boeing aircrew shall be exempt from completing aircraft servicing and ground refueling training.

Exemption 39: Page 21, paragraph 4.5.1.7, Quarterly Phase Training Requirement: Boeing aircrew shall be exempt from completing quarterly phase training and shall instead complete semiannual phase training. When an individual does not complete phase training, Boeing shall notify the GFR in writing of the delinquency and develop a plan to ensure that the delinquent crewmember attends the next available training period.

Exemption 40: Page 21, paragraph 4.5.2.2, Aircrew Training Device (ATD) Credit for Training Events: Boeing shall make maximum use of simulators to complete annual and semi-annual training for those events that can be accomplished in the simulator. Crews shall utilize the simulator for NDB approaches, airdrops, air refueling, and emergency training events that are not practical to conduct on an actual aircraft.

Exemption 41: Page 22, paragraph 4.5.2.4, Continuation Training Flying: Other sources of flying time shall be used to maintain a minimum level of flying proficiency for each aircrew member as established by government requirements. Should time be made available by the appropriate MAJCOM, Boeing would ensure the flight time is used to meet the requirements contained in table 4.4 as amended by this document.

Exemption 42: Page 22, paragraph 4.5.2.5, Overseas Sorties: Due to the operations conducted by Boeing aircrews, overseas sorties conducted for training purposes shall not be required. Only limited overseas operations are conducted for the recovery of USAF aircraft damaged during operations. Boeing will complete a ground-training course annually for international operations. This course shall only be required for those individuals that will operate in support of aircraft operations outside of the continental United States.

Exemption 43: Page 23, paragraph 4.5.2.6: Boeing aircraft commanders shall be exempt from maintaining air-land currency (Small Austere Airfield (SAAF) and AR) due to the operational requirements of the contractor. When mission requirements dictate the need for specific air-land operations that are not part of normal operations, Boeing aircraft commanders shall re-qualify in SAAF and AR operations.

Exemption 44: Page 23, table 4.4, C-17 Semiannual Continuation Flying Requirements: Boeing shall follow the table below in lieu of using table 4.4 from AFI 11-2C-17, Volume 1. This table is based on requirements from AFI 11-2C-17V1, DLAM 8210.1, and 14 CFR Parts 91 & 121 that Boeing will utilize to form currency requirements that shall be used for the term of the contract.

Table 4.4

			PILOT		LOADMASTE	
NOT	EVENT	CODE	A	CUR	A	CUR
E						
	Proficiency Sortie	M010				60(d)
	Sortie				6	
	Flight Hours		35(h)			
3	Takeoff	P020	6	45(d)		
3	Instrument Approach	P070	6	45(d)		
	Precision Approach	P100	3			
	Non-Precision Approach	P110	3			
4	NDB Approach	P116	1			
3	Landing	P190	6	45(d)		
11	Landing Night	P192	2	S		
5	Receiver AR	R010	2	S		
5	Airdrop		1	S		
	Personnel				1	S
	Equipment				1	S
	M = Monthly Q = Quarterly S = Se	mi-Annual	h = Hou	rs d = Day	ys	

NOTES (from AFI 11-2C-17, Volume 1):

- 1. Not Applicable
- 2. Not Applicable
- 3. Monthly currency requirements may be met in the simulator but are not creditable towards semiannual continuation training requirements.
- 4. Simulator accomplishments may be credited towards semiannual continuation training requirements.
- 5. C-17 Weapon System Trainer (WST) is certified for AR and AD sorties
- 6. Not Applicable
- 7. Not Applicable
- 8. Not Applicable
- 9. Not Applicable
- 10. Not Applicable
- 11. Only required when maintaining night currency

Exemption 45: Page 26, paragraph 4.7.1.1.1, Overseas Sortie: Due to the operations conducted by Boeing aircrews, overseas sorties conducted for training purposes shall not be required. Only limited overseas operations are conducted for the recovery of USAF aircraft damaged during operations. Boeing will complete a ground-training course annually for international operations. This course shall only be required for those individuals that will operate in support of aircraft operations outside of the continental United States.

Exemption 46: Page 26, paragraph 4.7.1.1.2, Air Refueling (AR): Boeing aircrew shall be exempt from maintaining AR currency in order to perform operations as an aircraft commander. When AR is required, those individuals that are non-current shall receive AR training from a qualified instructor or examiner. This training may be conducted on any mission where AR is scheduled and briefed prior to operations.

Exemption 47: Page 26, paragraph 4.7.2, Ground Training: The waiver authority for contractor aircrew shall be the GFR. The Boeing DFO, following the requirements of the approved flight operations procedures, shall submit all requests for waivers to the GFR for approval. The waiver will include an allowable time period to complete the delinquent training event. Waivers shall not be requested or granted for flight physicals, physiological training, or egress training.

Exemption 48: Page 28, paragraph 5.5, Aircrew Instructor Program; Page 29, paragraph 5.6 Flight Examiner Certification: Boeing shall maintain a staff of experienced personnel to perform as instructors and evaluators. Boeing aircrew shall be exempt from completing the formal instructor and/or examiner courses based on previous experience and proficiency in the aircraft. Boeing assigns instructors and examiners in accordance with company procedures, considering the experience and proficiency of the crewmembers selected. All personnel selected to fulfill these positions shall be approved in writing by the GFR prior to performing the duties of either an instructor or evaluator.

<u>Exemption 49</u>: Page 29, paragraph 5.7.1.1, Aircraft Commander: Boeing shall qualify aircraft commanders to perform airdrop operations utilizing simulators, aircraft and airdrop qualified instructors/examiners for the training. Boeing aircrews shall be exempt from attending the formal Aircraft Commander Airdrop (ACAD) course based on previous experience and qualifications.

Exemption 50: Page 29, paragraph 5.7.1.2, Copilot: Due to all Boeing pilots being aircraft commanders, Boeing shall be exempt from completing the Co-Pilot Airdrop (CPAD) course. Boeing shall qualify aircraft commanders to perform airdrop operations utilizing simulators, aircraft and airdrop qualified instructors/examiners for the training.

Exemption 51: Page 29, paragraph 5.7.1.3, Loadmaster: Airdrop qualification for Boeing loadmasters shall be accomplished by completing training with an airdrop qualified instructor and examiner. This in-unit training shall be accomplished in lieu of the formal course in order to support test operations as part of the C-17 program.

Exemption 52: Page 32, paragraph 6.4, ATS Course Prerequisites: Flight hour requirements shall not be applicable to Boeing operations based on aircrew requirements from Boeing procedures. Boeing will complete all required training materials applicable to the contractor and the requested course, and will obtain concurrence from the GFR prior to requesting training as prescribed in the approved contractor flight procedures.

Exemption 53: Page 69, paragraph A3.1.1, A3.1.2, A3.1.3, A3.1.4, and A3.1.5: Boeing shall use an internal tracking system in lieu of the government Training Management System (TMS) for all contractor aircrew training.

Master Aircraft Government Furnished Material List

National Stock Number	Nomenclature	Part Number	GF	E Eff	Qty
			Cut	Cut	Acft
			In	Out	
1370-00-490-7362	Personal Distress Kit (Ordered via HQ AFMC Yearly Allocation, shipped direct to Air Cruisers for install into Life Rafts)	A/P25S-5A, 89108839	P61		3
1370-01-030-8330 (Master NSN) or 1370-00-309-5028 (MK13)	MK124, Smoke and Illumination Signal (Ordered via HQ AFMC Yearly Allocation, shipped direct to Air Cruisers for install into Life Rafts)	DL3139734, 1370-L283 LD165580, 1370-L275	P86		12
1660-00-195-2729BO or 1660-00-169-1888BO or 1660-00-243-0393BO or 1660-01-407-8855BO	Panel Mounted Oxygen Regulator	MS27599-1 or 14950-40, 14950-45, 29270- 10AA1 or 29270-10A-B1 or B40550-1	P41		6
1660-00-571-2239BO	Portable Oxygen Bottle Harness	10161, 52D21102-1, 52D21102	P41		10
1660-00-803-2322BO	LOX Drain Valve	20C-0001-11	P41		3
1660-00-899-8380BO or 1660-00-079-4359BO or 1660-00-912-3275BO	75L LOX Converter	GCU20A or 10C-0012-75 or 21251-1	P41		2
1660-00-915-9673BO	25L LOX Converter	10C-0002-25	P41		1
1660-00-927-1996BO or 1660-00-782-4697BO or 1660-00-605-7844BO or 1660-00-113-6272BO or 1660-01-492-5521BO	Oxygen Regulator, Type A21	A21 or 9010A-2 or 9010A-1 or 3260007-0101 or 3260007-0102	P41		10
1660-01-213-0871	Anti-Smoke Goggles	322-70, G009-1000-01	P41		15
1660-01-424-4124	Folding Oxygen Mask (Quick Don)	358-1506V-2	P41		15
1670-00-212-1149	Aircraft Cargo Tiedown	CGU-4E, 45024-13	P41		46
1670-00-212-1150	Aircraft Cargo Tiedown (25K)	CGU-3E, SP-4041-21	P41		46
1670-00-406-2657CT	Van Zelm Tiedown Device	8227590-10, AC6000476Z084	P41		12
1670-00-486-4891	Personnel Harness	68J420-101	P41		2
1670-00-516-8405	Cargo Tiedown Chain Assembly(10K)	MB-1, 627728-A, MIL-C- 6458D	P41		46
1670-00-725-1437	Aircraft Cargo Tiedown Strap (5K)	CGU-1B, SP4435-2, 41842- 10, 0376-014	P41		50
1670-00-778-4079	Cargo Tiedown Chain Assembly (25K)	MIL-C-6458, C-6458, MB-2	P41		46
1670-01-441-6908LD	Retrieval System, Paratrooper (Kit includes the following):	94E208	P41		1
1670-01-466-1054	Retrieval Sling Assy (Includes 2 hooks & spools) (Pt of PRS Kit)	94C209-1	P41		2
1670-01-466-1078	Retrieval Assist Strap (Pt of PRS Kit)	94C213-1	P41		2
1670-01-466-1118	Left Stowage Container (Pt of PRS Kit)	94E1011-1	P41		1
1670-01-466-1120	Right Stowage Container (Pt of PRS Kit)	94E1011-2	P41		1
None	Left U-Bolt (Pt of PRS Kit)	94D220-1	P41		1
None	Right U-Bolt (Pt of PRS Kit)	94D220-2	P41		1
1680-00-496-0290 LS	In-Flight Safety Harness	68E417-10	P41		2
1680-00-835-6714RK	Aircraft Mounted Winch Retriever	WE-2171-2	P41		2
1680-00-985-4262	Static Handle Assembly	100-161-1	P41		2
4030-00-489-1855 or 4030-00-387-4318	Wire Rope Coupling	RA2258-6 or BM2258-6	P41		6
4030-00-939-6156	Wire Rope Coupling	RA2258-7, BM2258-7	P41		2
4210-00-243-0863	Crash Ax	56D6221, 95715, 56D6221-2	P41		2

4240-00-022-2522	Maintenance Safety Harness	185-G, 502644, 502618	P41	1
4320-00-490-7424UC	Rotary Hand Pump	RR34120B, 4H90004-105A	P41	1
4720-01-412-4415	MLG Jacking Kit	94200-101	P41	1
4820-00-089-2669BO	Oxygen Globe Valve	3H90058-109, 5600-1	P41	3
5140-00-498-8721	Tool Bag	MIL-B-43663	P41	1
5340-01-211-0798	ELT Mount Assembly	83-48083-001, 2017M	P41	1
5355-00-787-7751	Oxygen Globe Valve Handle	5603-1	P41	3
5440-01-092-1894	Adjustable Ladder 22FT	M-103, M-22	P41	1
5821-01-054-6424	UHF/DF Antenna Selector; (ARC-164)	100D0845	P41	4
5821-01-213-3980	VHF/AM/FM Receiver/Transmitter ARC- 186, RT-1300C	622-6347-002	P41	1
5821-01-306-3385	UHF Receiver/Transmitter (ARC-164) RT-1614	707698-802	P41	1
5821-01-390-4794UC	Signal Repeaters	2643008	P41	2
5821-01-392-5718	HF Receiver/Transmitter, ARC-190(V8), RT-1341 (V5)	622-5985-001	P50	2
5821-01-471-5507	Automatic Communications Processor, CP2024A	622-9746-103	P64	2
5821-01-476-4092CX	Aero-I Satellite Radio Transmitter (SRT-2000-3) (GATM)	822-1405-001	P71	1
5826-01-088-3650	UHF/ADF Antenna (QA8697A)	622-0902-006	P41	1
5826-01-241-6869	LF/ADF Receiver (R-2382A)	622-6812-002	P41	1
5826-01-307-7380	ELT Radio Beacon Set	7938174-60	P41	1
TBD	Multi-Mode Receiver	P530A006-52	P81	2
5826-01-476-7784CX	Communication Management Unit (CMU-900) (GATM)	822-1239-151	P71	1 2 at P108
5835-01-477-0137	Cockpit Voice Recorder	2100-1020-93	P71	1
5841-01-301-4588	CARA Receiver/Transmitter RT-1438, APN-232	8010000653-6	P41	2
5841-01-470-8036CX	TCAS Processor (TPA-81A) (GATM)	066-50000-2930	P71	1
5841-01-476-4555CX	Aircraft Personality Module (APM-900) (GATM)	822-1424-001	P71	1 2 at P108
5841-01-476-8959TL	1533 Mode S Transponder(APX-100) (GATM)	4070780-0506	P71	1
5865-01-334-8349EW	Countermeasure Dispenser (ALE-47)	179750-0001	P41	12
5865-01-380-8046EW	Interface Unit (Control Box) (ALE-47)	179740-0002	P41	1
5865-01-437-3371EW	Countermeasure Processor (ALE-47)	179730-0005	P41	1
5865-01-451-2868EW	Sequencer Switch (ALE-47)	179250-0003	P48	6
5895-01-128-7267 ZU	CVR Amplifier Control	93-A152-16	P71	1
5895-01-193-8157CX	I-Band Transponder Set APX-105, RT- 1252	01-P07500Y003	P41	1
TBD	Laser Warning Sensor (AAR-47)	3313-AS-700-1	P101	4
TBD	Control Indicator (AAR-47)	3313-AS-450-1	P101	1
5895-01-442-3737HJ or 5895-01-175-9853HJ	Power Amplifier (ARMY SATCOM) (AM 7175)	01-P09986V004 or 01-P09986V002	P41	1
5895-01-445-1432CW or 5895-01-230-1284CW	CARA Signal Data Converter, APN-232	85900000-04 or 85900000-02	P41	2
5895-01-456-3702CA	RT-1794C ARC-210 Radio	822-0383-001	P71	2
5930-01-333-2196EW	Safety Sensitivity Switch (ALE-47)	179720-0001	P41	3

5965-00-845-6325	Dynamic Microphone	M-92C/U, M92A/U, 603-0620	P41	2
5975-01-078-0332CX	Electronics Mounting Base	622-1319-001	P41	2
5985-01-086-0091	SATCOM Dummy Load	8071-1, 100-8071-1, RME-U- 0079, T-2283	P41	4
5985-01-156-6090BY or 5985-01-046-3130	SATCOM Antenna Radome	622-1617-003 or 622-1617-002	P41	2
5985-01-217-5881LG	LF/ADF Antenna	622-6820-001	P41	1
5985-01-248-3020	HF Antenna Mount (ARC-190), 7905-11	622-7824-001	P41	1
5985-01-277-5627BY	HF Dual Coupler (ARC-190), CU-2314(V)	622-7375-002	P41	2
5985-01-282-7050CW	Radar Altimeter Antenna (CARA) (APN-232)	8802700018-2, 8802700018- 3, 300117-500	P41	4
5985-01-352-9676NS 5985-01-232-0498NS	Antenna (CRPA)	01-01664-001, or 01-01374-001	P41	2
5985-01-413-0924SX	TCAS Directional Antenna(ANT-81A) (GATM)	071-50001-8105	P71	2
5985-01-447-0682NS	GPS Antenna Electronics Unit (AEU)	808352/000	P51	2
5985-01-484-1767BY	Intermediate Gain Antenna (IGA-2000) (GATM)	822-1369-001	P71	1
6135-01-214-6441 SX	Battery, Non-Rechargeable (ARC-210)	BA-5372/U	P71	2
6135-01-447-5082 SX	Battery, Non-Rechargeable (IFF, APX100)	BA-5567A/U	P71	2
6545-00-919-6650	First Aid Kit	None	P41	6
6605-00-815-1903	Magnetic Compass	AQU-3/A, CB-2125-5, CB-2125-T5	P41	1
6645-01-274-3384RK or 6645-01-398-9100RK	NVG Digital Clock	M87879-3, PDMME-367-3, 1009 or DNM-100-150	P41	2
6680-00-960-9932RK or 6680-00-937-0430RK	75L LOX Indicator	GMU-34AA or 9A325HEA, 664-2HEA	P41	2
6685-01-014-0479	Total Temperature Probe	102AH2AG	P41	2
6830-01-128-1673 or 6830-01-477-0134	Fire Extinguisher - Halon 1211, Model 355	IRA 4210-099-5 LB 15655	P41	9
TBD	Computer Processor	3313-AS-300-5	P101	1
7310-01-107-6532	Electric Hot Cup	STDSNVT110C, 3-115HC	P41	1
7330-00-532-5867	Two Gallon Insulated Jug	180-147, 180-146, 63367-180- 146, MIL-J-25718B	P41	2
7330-00-893-8549	Two Gallon Emergency Jug	A-A-1075, CIDAA1075, AA- 1075-2	P41	10
8120-00-515-2575BO	Oxygen Cylinder	80C-0008-1, MS21227-1	P41	10
TBD	P&W Turbo Fan Engine	F117-PW-100, 1A4200	P41	4
The following are to be added at for Boeing Installation at P121 and subs:	Potoiner Plete	176099 0002	D124	40
5340-01-412-5616EW 5865-01-418-8760EW	Retainer Plate Magazine Dispenser	176988-0003 148002-0002	P121 P121	12 12
5865-U1-418-8760EVV	Iwagazine Dispenser	148002-0002	P121	12
The following are Maintenance Items to be provided as required by the Government				
3655-01-477-0730	Mounting Bracket, Fire Extinguisher	15654		A/R
6135-01-108-6057CX	ELT Beacon Battery	7938174-55		A/R

INFORMATION ONLY	These items installed by the Air Force after delivery. Not installed by the contractor		
National Stock Number	Nomenclature	Part No.	Qty/Acft
5810-01-224-0202 CA	Cryptographic Unit, KYV-5	0N367525	1
5810-01-050-8115 CA	Speech Equipment, KY-58	0N241800-2	2
5895-01-250-9557 CS	SI Converter Modem, ANDVT,		
	CV3591	CV3591(P)/U	1
4220-01-113-8665 LS	Life Preserver	A-A-50652, P0723-127	108

(Dock Dates To Be Determined)

ENGINE GFE

AIDODAET	Funda - Ballana - Marail (
AIRCRAFT	Engine Delivered to Vought 21-Mar-04
P 121	
P 122	14-Apr-04
P 123	6-May-04
P 124	2-Jun-04
P 125	24-Jun-04
P 126	28-Jul-04
P 127	19-Aug-04
P 128	10-Sep-04
P 129	2-Oct-04
P 130	24-Oct-04
P 131	17-Nov-04
P 132	10-Dec-04
P 133	1-Jan-05
P 134	26-Jan-05
P 135	17-Feb-05
P 136	12-Mar-05
P 137	3-Apr-05
P 138	27-Apr-05
P 139	19-May-05
P 140	15-Jun-05
P 141	17-Jul-05
P 142	10-Aug-05
P 143	1-Sep-05
P 144	23-Sep-05
P 145	15-Oct-05
P 146	6-Nov-05
P 147	1-Dec-05
P 148	23-Dec-05
P 149	18-Jan-06
P 150	9-Feb-06
P 151	3-Mar-06
P 152	26-Mar-06
P 153	19-Apr-06
P 154	11-May-06
P 155	7-Jun-06
P 156	9-Jul-06
P 157	2-Aug-06
P 158	24-Aug-06

P 159 P 160 P 161 P 162 P 163 P 164 P 165 P 166 P 167 P 168 P 169 P 170 P 171 P 172 P 173	15-Sep-06 7-Oct-06 29-Oct-06 22-Nov-06 15-Dec-06 7-Jan-07 31-Jan-07 22-Feb-07 17-Mar-07 8-Apr-07 2-May-07 24-May-07 20-Jun-07 22-Jul-07 15-Aug-07
P 174	6-Sep-07
P 175 P 176	28-Sep-07 20-Oct-07
P 177 P 178 P 179 P 180	11-Nov-07 6-Dec-07 28-Dec-07 20-Jan-08

statechment 3

DEPARTMENT OF DEFENSE CONTRACT SECURITY CLASSIFICATION SPECIFICATION (The requirements of the DoD Industrial Security Manual apply to all security aspects of this effort.)					a. FACILITY CLEARANCE REQUIRED					
				4						
				oly	SECRET					
						D. LEVEL OF	SAFEGUARDING REQUIRE)		
2 THE SPECIFICATION IS FOR. OF		···				<u> </u>	SECRET			
2. THIS SPECIFICATION IS FOR: (X and complete	as applic	cebiej		3. TI	HIS SI	PECIFICATION I	S: (X and complete as app	dicable)		
X	_			X	a. O	RIGINAL /Complet	e date in all cases)	DATE (YY	YYMM	00)
F33657-02-C-2001 Comp D	ate: 3	l Jul	08				e uate in an cases;	200	2013	1
b. SUBCONTRACT NUMBER						VISED	REVISION NO.	DATE (YY		
						iupersedes all evious specs)		•		
c. SOLICITATION OR OTHER NUMBER DUE	DATE (Y	YYYM	IMDD)				_	DATE (YY	У ҮММ	OOI
					C. FII	NAL (Complete Ita	m 5 in all cases)	1		,
4. IS THIS A FOLLOW-ON CONTRACT?	YES		X NO), If Ye	s, com	plete the following	•	<u> </u>		
Classified material received or generated under		<u> </u>					•			
	T						nber) is transferred to this	follow-on co	ntract.	
5. IS THIS A FINAL DD FORM 254?	YES	L	<u>Х</u>] №). If Ye:	i, com	plete the following	:			
In response to the contractor's request dated		, re	etention (of the cl	assifie	d material is autho	rized for the period of			
6. CONTRACTOR (Include Commercial and Governme	ent Entir							·		
a. NAME, ADDRESS, AND ZIP CODE				SE COD	= 12	COGNIZANT SEC	CURITY OFFICE (Name, Ad			,
McDonnell Douglas Corporation				3277	• ···	DSS West Re	JUNIST OFFICE (Name, Adi	iross, and Zi	p Code	2)
2401 East Wardlow Ave			1 00	141 (One World T	gion rade Center, STE 622	,		
Long Beach CA 90807-4418			1			Long Beach (CA 90831-0622	2		
			1				70051-0044			
			Ì							
7. SUBCONTRACTOR										
NAME, ADDRESS, AND ZIP CODE			1. 0.0							
ŇE/A			1	E CODE	C.		URITY OFFICE (Name, Add	tress, and Zij	p Code	į,
N/A			1	I/A		N/A				
					1					
					- 1					
			ĺ							
					-1					
8. ACTUAL PERFORMANCE										
a. LOCATION			b. CAG	E CODE	C.	COGNIZANT SEC	URITY OFFICE (Name, Add	ress, and Zip	Code	<i>i</i>
N/A			N	/A	ĺ	N/A		4		
						4				
					1					
					İ					
9. GENERAL IDENTIFICATION OF THIS PROCURE	MENT									
C-17 Multipurpose Airlifter, C-17 Producti	on mui	i-Ye	ar Con	tract						
· ·									•	
		4								
10. CONTRACTOR WILL REQUIRE ACCESS TO:	YES	NO	44 (8)	DEDEO	200121	C THE CONTR				1 2 . 2
a. COMMUNICATIONS SECURITY (COMSEC) INFORMATION	- :	Ÿ	a. HA	VE ACCE	SS TO	G THIS CUNTRA	ACT, THE CONTRACTO	R WILL:	YES	
b. RESTRICTED DATA	$- _{\mathbf{X}}$	^					ATION ONLY AT ANOTHER		4	X
G. CRITICAL NUCLEAR WEAPON DESIGN INFORMATION	一文					D DOCUMENTS ON				X
	- \$					ERATE CLASSIFIED N			X	
						Y, OR STORE CLASS	IFIED HARDWARE		X	L
INTELLIGENCE INFORMATION	200 (1) 200 (1)			FORM S						X
(1) Sensitive Compartmented Information (SCI)		M	PUE	RTO RIC	3, U.S.	POSSESSIONS AND	PRIMATION OUTSIDE THE U.S.			X
(2) Non-SCI	<u> </u>		a. Ein	TER IDT	C) OA (USE THE SERVICES OTHER SECONDARY	OF DEFENSE TECHNICAL INFO	PRMATION	X	
f. SPECIAL ACCESS INFORMATION		X				C ACCOUNT				X
g. NATO INFORMATION	IX.		L HAY	/E TEKAPI	EST RE	QUIREMENTS				X
h. FOREIGN GOVERNMENT INFORMATION	\mathbf{X}		j. HAV	/E OPER/	ATIONS	SECURITY (OPSEC)	REQUIREMENTS			X
i. Limited dissemination information		X	k. 8E./	NUTHORI	ZED TO	USE THE DEFENSE	COURIER SERVICE			X
J. FOR OFFICIAL USE ONLY INFORMATION	X		I. OTI	HER (Sp	ecify)	771			X	
k. OTHER (Specify)		X	No	tificati	on of	Government:	Security Activity is re	quired.		
			See	: Adde	ndun	a.	• • • • • • • • • • • • • • • • • • •	•		
·				4						
DD FORM 254, DEC 1999	PREV	IOUS	EDITIO	N IS O	BSOL	ETF.		· · · · · · · · · · · · · · · · · · ·		

	taraamings or enterestations has (National		
by the industrial Security Manual or unt	age it has been recovered the problem.		for public dissemination except as provided
be submitted for approval prior to release			nt authority. Proposed public releases shall
, , , , , ,	Direct X T	hrough <i>(Specify)</i>	
ASC/PA			
1865 4th Street, Suite 15			
WPAFB OH 45433-6503			
			•
to the Directorate for Freedom of Inform	lation and Security Review, Office o	f the Assistant Secretary of Defense	(Public Affairs)* for review
*In the case of non-DoD User Agencies	, requests for disclosure shall be sub	mitted to that agency.	
13. SECURITY GUIDANCE. The securit	y classifiection guidance needed for	this classified affort is identified below	w. If any difficulty is encountered in applying
i troumisiose ciminals; le characte un	E COUNCIDITION OF EACH CONSISTENCY. SEEL	MARK PR BOLD INFORMATION AS	
separate correspondence, any documen			
	- 3 in the same	Add additional pages as needed to p	rovide complete guidance.)
The National Industrial Security	Program Operating Manual	(NISPOM) for 05 applies to	a this sames
· · · · · · · · · · · · · · · · · · ·	a beautiful transfer	(Mor OM), Jan 33, applies u	o uns contract
a. Ref Blk 10c: CNWDI brief	ing required prior to granting	ACCOSE See NICDOM Chane	an O for desails
b. Ref Blk 10e(2): Contractor	will require access to intellig	rence information and must be	er y for defails.
Supplement 1. The Program M	anager has determined that d	licelower dose not amende on the	nfair competitive advantage for the
contractor or a conflict of intere	st with the contractor's oblice	rection to protect the information	mair compeniive advantage for the
210 to the local SIO for approve	al prior to granting access	terior to brosect me miormatic	on and will submit the AFMC Form
c. Ref Blk 10g: NATO breifin	e remired prior to graning.	populare Can MICING & Charles	. 10 for decito
d. Ref Blk 10j: For Official U	se Only applies See Adden	muess: see Misrum Unapte;	r 10 ior details.
e Ref Rik 11c. Any classified	information consented in the	dulli.	ahali aa aataa at
derivative classification and ma-	rkings consistent mich cha	performance of this contract	shall require the contractor to apply
Security Classification divide(s)	CCCI-C-17 December 1 0	re material or be governed b	y the current version of following
Security Classification Guide(s)	A 252 HEN 20 YEAR 1 Sep	94, Ler Cng 1, 22 May 95, 0	PR: ASC/YC; AN/AAR-47,
Missic Warning Set SCG, PMA	1 233, USN, 29 NOV 1989, (OPR:U.S. Navy; Electromagn	etic Countermeasures Dispensers
min expennances (minaten pecc	is) aca, at nov st, opk:	ASC/SMN. Special Consider	rations Apply. See Addendum.
2002 MIT DE DIOMIGEO MINICI, RE	Darate cover.		
i. Ref Bik 11d: This contractor	r is required to provide adequ	uate and approved storage for	classified hardware or material to
the level SECKET which decan	se of size of quantity cannot	be safeguarded in an annrove	d storage container
g. Ket Bik III: The Notification	on of Government Security A	ctivity and Visitor Group Sec	urity Agreement clause applies. See
contract clause in Section 1 for (actans.		
h. Contract Monitor: Joseph F	. Volk, ASC/YCKA, 937-65	6-9380	<u>,</u>
i. ACO Address: Defense Plan	it Representative Office (DP)	RO) Donalas Long Reach D	CMDW_PTVC 2401 East
Wardlow Rd., Long Beach CA	90807-4418.	Done brand month popular	CNIDW-KITC, 2401 East
i. Ref Blk 17f: DISTRIBUTIO	N: 88th SES/SEAS, 1801 7	Centh St. Don 163 WDAED	ON ARADA TEAR.
j. Ref Blk 17f: DIŠTRIBUTIO	N: 88th SFS/SFAS, 1801 7	Tenth St., Rm 103, WPAFB	OH 45433-7625;
j. Ref Blk 17f: DIŠTRIBUTIO ASC/NAIC/POA, 2690 Loop I	Koad West, Bidg 556, Rm ()	Tenth St., Rm 103, WPAFB 117, WPAFB OH 45433-7106	OH 45433-7625; ; 95th SFS/CC, Edwards AFB
j. Ref Bik 17f: DISTRIBUTIO ASC/NAIC/POA, 2690 Loop I CA; NASA/AMES Research O	koad West, Bidg 556, Rm 0 Center. Moffett Field CA	17, WPAFB OH 45433-7106	; 95th SFS/CC, Edwards AFB
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ADDENDUM TO DD FORM 254 (Block 10j) FOR OFFICIAL USE ONLY (FOUO)

(Reference DoD Regulation 5400.7/Air Force Supplement, 22 July 1999.)

1. GENERAL: FOUO is information that has not been given a security classification pursuant to the criteria of an Executive Order, but which may be withheld from the public because disclosure would cause a foreseeable harm to an interest protected by one or more of the Freedom of Information Act (FOIA) exemptions 2 through 9. Additional information on FOUO may be obtained by contacting the User Agency. FOUO is assigned to information at the time it is created in a DoD Agency or derivatively as instructed in a Security Classification Guide.

2. MARKING:

- a. FOUO information received (released by a DoD component) should contain the following marking, when received: THIS DOCUMENT CONTAINS INFORMATION EXEMPT FROM MANDATORY DISCLOSURE UNDER FOIA. EXEMPTION(S) APPLIES/APPLY.
- b. Mark an unclassified document containing FOUO information "FOR OFFICIAL USE ONLY" at the bottom of each page containing FOUO information and on the bottom of the front page or front cover (if any) and on the back of the last page and on the back cover (if any). Each paragraph containing FOUO information shall be marked as such.
- c. Within a classified document, an individual page that contains both FOUO and classified information shall be marked at the top and bottom with the highest security classification of information appearing on the page. Individual paragraphs shall be marked at the appropriate classification level, as well as unclassified or FOUO, as appropriate. An individual page that contains FOUO information but no classified information shall be marked "FOR OFFICIAL USE ONLY" at the top and bottom of the page, as well as each paragraph that contains FOUO information. NOTE: For "production efficiency" the entire document may be marked top and bottom with the highest level of classification contained within it, as long as every paragraph is marked to reflect the specific classification of the information it contains.
- d. Mark other records, such as computer print outs, photographs, films, tapes, or slides 'FOR OFFICIAL USE ONLY" so that the receiver or viewer knows the record contains FOUO information.
- e. Mark each part of a message that contains FOUO information. Unclassified messages containing FOUO information must show the abbreviation "FOUO" before the text begins.
- 3. DISSEMINATION: FOUO may be disseminated between officials of DoD Components, DoD contractors, consultants and grantees to conduct official business for DoD. Recipients shall be made aware of the status of such information and transmission shall be by means that preclude unauthorized public disclosure.
- 4. TRANSMISSION: FOUO information shall be transmitted in a manner that prevents disclosure of the contents. When not commingled with classified information, it may be sent via first-class mail or parcel post. Bulky shipments, i.e. testing materials, that otherwise qualify under postal regulations, may be sent by fourth-class mail. FOUO information may also be sent over facsimile equipment; however, when deciding whether to use this means, balance the sensitivity of the records against the rigk of disclosure. Consider the location of sending and receiving machines and ensure authorized personnel are available to receive the FOUO information as soon as it is transmitted. Transmittal documents shall call attention to the presence of FOUO attachments. FOUO information may also be sent via e-mail, if it is sent via a system that will prevent unintentional or unauthorized disclosure.
- 5. STORAGE: To safeguard FOR OFFICIAL USE ONLY records during normal duty hours, place them in an out-of-sight location if your work area is accessible to persons who do not have a valid need for the information. After normal duty hours, store FOUO records to prevent unauthorized access. File them with other unclassified records in unlocked files or desks when normal internal building security is provided. When there is no internal building security, locked buildings or rooms normally provide adequate after-hours protection. If such protection is not considered adequate, FOUO material shall be stored in locked containers such as file cabinets, desks, or bookcases. Expenditure of funds for security containers or closed areas solely for the protection of FOUO data is prohibited.
- 6. DESTRUCTION: When no longer needed, FOUO information shall be disposed of by any method that will preclude its disclosure to unauthorized individuals.

Effective 2 October 2000

ADDENDUM TO DD FORM 254 (Block 11c) SPECIAL CONSIDERATIONS (AFSSM 7011 EXTRACT)

- 3.5. Special Items. People may innocently introduce other radio devices, such as pagers, hand-held portable transceiver radios, cellular telephones, cordless telephones, and cordless microphones into the area processing classified national security information with disastrous results. Also, alarm systems may use radio transmitters to alert remotely located security or fire-fighting teams.
- 3.5.1. Hand-Held Radios. Hand-held radio transceivers used with intrabase radios (sometimes abbreviated IBR) and land mobile radios (sometimes abbreviated LMR) deserve special consideration because of their unique operational applications. A person may carry these devices into an area where classified national security information is processed. If the person carrying such a device works in the facility, either turn off the device and use the telephone or separate it 2 meters from classified processors: no transmissions are allowed. If the person carrying the device is a short-term visitor, it is not necessary to turn off the radio because the visitor usually moves about in the facility. Infrequent transmissions are allowed, but only for short durations.
- 3.52. Beepers and Pagers. Beepers and pagers deserve special consideration because of their unique operational applications. A person may carry these devices into an area where classified national security information is processed. If the person carrying such a device works in the facility, either turn off the device and use the telephone or keep the device 2 meters from classified processors. If the person carrying the device is a short-term visitor, it is not necessary to turn off the device because the visitor usually moves about in the facility. If the device has a transmit capability, follow the instructions for hand-held radios.
- 3.5.3. Alarm Systems. The mode of operation of alarm systems radio frequency transmitters will determine their treatment. Any such transmitter with a continuous transmit mode or a high duty cycle (transmits most of the time) must meet the same separation requirements as all other fixed transmitters. If they do not meet these requirements, exclude them from operating in the classified national security information processing area. Low duty cycle (transmits short bursts infrequently) systems are not considered hazards and require no special treatment.
- 3.5.4. Cellular Telephones. When a cellular telephone is used as an operational necessity separate it 5 meters from RED equipment. When the cellular telephone is a personal asset, its use is prohibited. Disable the unit from receiving calls or separate it 10 meters from RED processors.
- 3.5.5. Cordless Telephones. When a radio frequency cordless telephone is used as an operational necessity, separate it 5 meters from RED equipment. When the cordless telephone is a personal asset, its use is prohibited. Disable the personal cordless telephone from receiving calls or separate it 10 meters from RED processors. There are no separation requirements for infrared cordless telephones.
- 3.5.6. Cordless Microphones.
- 3.5.6.1. Radio Frequency Cordless Microphones. When a radio frequency cordless microphone, encrypted or unencrypted, is used for briefing either classified national security information or unclassified information, separate it 10 meters from RED equipment. Using unencrypted radio frequency cordless microphones for classified briefings is prohibited.
- 3.5.6.2. Infrared Cordless Microphones. Using an infrared cordless microphone for briefing classified national security information requires a closed room: keep the doors closed and cover the windows with drapes.
- 3.5.7. Cordless Keyboards. When a radio frequency cordless keyboard is used, separate it 10 meters from RED equipment. Radio frequency cordless keyboards cannot be used to process classified national security information unless encrypted.
- 3.5.8 Wireless Local Area Networks. When a radio frequency wireless local area network is used, separate the transmitter and receiver units 10 meters from RED equipment.

The complete document can be obtained from the Air Force Information Protection Home Page (http://www.afca.scott.af.mil/gc/gci/).

Effective 2 October 2000

ADDENDUM TO DD FORM 254 (Block 11L) NOTIFICATION OF SERVICING SECURITY ACTIVITY

- 1. Thirty days before the date Contractor operations will begin on the Government Installation, the Contractor shall provide the Servicing Security Activity the following information:
- a. The name, address, and telephone number of your company's Facility Security Officer and your designated on-site security representative:
 - b. The contract number and military contracting command;
- c. The highest classification category of defense information to which Contractor employees will have access;
 - d. The date Contractor operations will begin on the installation;
 - e. The estimated completion date of operations on the installation;
- 2. This requirement is in addition to visit request notification procedures contained in DoD 5220.22M, National Industrial Security Program Operating Manual, Chapter 6.

Effective 2 October 2000

ATTACHMENT 5

Non-Commercial Technical Data Identifications and Assertions

No non-commercial proprietary technical data revisions or proprietary non-commercial computer software have been identified for delivery to the Government under this follow-on multi year contract F33657-02-C-2001 as of the date of award. Prior to delivery of proprietary non-commercial technical data or proprietary non-commercial computer software, Boeing will identify the con-commercial data, that will be provided to the Government with other than unlimited rights, in accordance with DFARS 252.227-7013 Rights in Technical Data - Non-Commercial Items (Nov 95) paragraph (e).

ATTACHMENT 6

PERFORMANCE BASED PAYMENTS

I. AIRCRAFT (CLINs 0001,0003,0005,0007,0009, and 0010)

- (a) Performance Based Payments for the aircraft under this contract consist of three (3) individual performance events per aircraft plus a final delivery payment. This attachment provides a description of each performance event, the success criterion and verification for each event. In addition, Attachment 6A to this attachment identifies the payment amount as a percentage of aircraft price.
- (b) The description and success criteria and verification for each performance event are as follows:

1. Main Landing Gear Bulkhead Frames	One Ship set of four (4) main landing gear	Planning documentation stamped/signed by
Machined (Severable)	bulkhead frames complete through initial	McDonnel Douglas - Military Transport Aircraft
"" ("" "" "" ")	Numerical/Control (N/C) machining. This is a	(MTA) Quality Assurance (AQ) and Defense
	severable event and is not dependent upon the	Contract Management Command (DCMC)
	completion of other payment events.	, ,
2. Spars and Panels Available for Wing	Spars and Panels moved out from Deptartment	This will be recorded on an event Assembly Order
Box (Severable)	517 Tooling. Ninety five percent (95%) of	(AO) with signature/stamp by MTA QA and
	Department 517 planned standards complete.	DCMC. MTA's existing Management
	This is a severable event and is not dependent	Control/Statusing System will be used to verify the
	upon the completion of other payment events.	planned standards complete.
3. Completion of Forward, Center, Aft	Completion of four major aircraft subassemblies	This will be recorded on an event AO with
and Wing Sections (Cumulative)	and moved to major join. Ninety five percent	signature/stamp by MTA QA and DCMC. MTA's
	(95%) of the total sum of planned standards	existing Management Control/Statusing System
	complete for departments 17A, 17C, 17N, and	will be used to verify the planned standards
	17W (less fuel installations). This is the third	complete.
	cumulative payment event for each aircraft and is	
	dependent upon the completion of event two (2).	
4. Aircraft Delivery (Liquidation)	Contract aircraft acceptance requirements	DD250 signed by DCMC

ATTACHMENT 6

PERFORMANCE BASED PAYMENTS

II. ECONOMIC ORDER QUANTITY (CLIN 0002, 0004, 0006, and 0008)

(a) Performance Based Payment events for Economic Order Quantity (EOQ) consist of specific Events, Completion Criteria, and Verification Criteria. A description of each Event, Payment Date, Payment Amount, Completion Criteria, and Verification Criteria is contained in Attachment 6B.

Attachment 6C: Supplier Lists, Table 1: Top-24 Suppliers for ATP				
Supplier #	Supplier Name	Hardware	Part# (superseding part for the listed part is acceptable)	
1	Fokker Aerostructures	Torque Box	17P3A2000-4405	
2	Contour Aerospace	Wing Stringers	17P6W2341-503	
3	Kaman Aerospace	Wing Ribs/Bulkheads	17P6W401-401	
4	B.F. Goodrich Aerospace	Main Landing Gear Kit	17N9C0925-4405	
5	Eaton Aerospace LLC	Mechanism Assy	17P6F1054-1	
6	Litton Integrated Systems Division	Warning & Caution System / Mission Computer Keyboard	859510-0501 / 7571938-021	
7	Ducommun Aerostructures	Fuselage Skins	17P2A2040-501	
8	Messier-Bugatti	Wheels/Brakes	C20536000	
9	Parker-CSD	Aileron - Integrated Flight Control Module	17B6C4001-1	
10	St. Louis	Forward Fuselage Structure	17N1A0101-405	
11	Telephonics Corporation	Intercom Station Unit - ISU	685-4000-001	
12	Honeywell	Air Data Computer (ADC)	17RADC	
13	Telephonics Corporation	Sure-Comm System: RUA	684-1000-150	
14	Aerostructures Hamble Ltd.	FwdFlap Hinge Fairings	17P6W8601-405 / -406	
15	Honeywell Defense Avionics	Remote Light Sensor	8518148-901	
16	Litton Systems ILSD	Oxygen Regulator Chest Mounted	17B2N8011-1	
17	Honeywell Defense Avionics	Flat Panel Multi-Functional Display	8525400-910	
18	Marion Composites	Fwd/Aft Radomes	17P1A7006-501 & 17P3A8511-7	
19	Composite Structures LLC	Spoilers	17N6P0627-505	
20	Hitco Carbon Composites	Tailcone/Rudder Fairing	17P3A8601-501 / 17P3A8502-4503	
21	Hexcel Structures	Wing Fillet Assemblies	17N2A0209-4110	
22	Hamilton Sundstrand Aerospace	EPGS	17B2N9005-505	
23	Litton Systems ILSD	Warning & Caution Annunciator	10-50000-04	
24	Honeywell International	Auxiliary Power Unit - APU	17B2D4700-1	

Attachment 6C: Supplier Lists, Table 2: Top-24 Suppliers for 1st Delivery				
Supplier #	Supplier Name	Supplier Number	Hardware	Part# (superseding part for the listed part is acceptable)
1	AHF Ducommun	0008658	Fuselage Skins	17P2A2040-501
2	Contour	1204305	Wing Stringers, Caps & Webs	17P6E2101-403
3	Kaman Aerospace	4545350	Ribs & Bulkheads	17P6W4001-401
4	Fokker Aerostructures	0002599	Torque Box	17P3A2000-4405
5	Eaton	9076175	Mechanism Assy	17P6F1054-1
6	Parker-CSD	6757025	Aileron - Integrated Flight Control Module	17B6C4001-1
7	Hitco	3465500	Tailcone	17P3A8601-503
8	Vought	9127975	Vertical Stabilizer	17N4T0405-401
9	Honeywell	278186	Integrated Environmental Control System (IECS) (Controller)	17B1N4076-501
10	ATP Marion Composites	5629000	Leading Edge Panel	17P6P5805-33
11	Messier-Bugatti	0004016	Wheels & Brakes	C2053900
12	Goodrich	3324001	Main Landing Gear Kit	17N9C0925-4405
13	Aerostructures Hamble Ltd.	0118875	Support Hanger Brackets	17P6W8607-403
14	Hexcel	0001523	Wing Fillet Panels	17N2A0209-4110
15	BAE	2979540	Heads-Up Display (HUD)	79-108-31-08A
16	Hamilton Sundstrand	8479009	Engine Power Generating System (EPGS)	17B8E7001-1
17	BAE	5686625	System Control Cockpit Computer (SCCI)	775-101000-503
18	Composite Structures LLC	1728336	Spoilers	17N6P0627-505
19	Hamilton Sundstrand	3524750	APDMC	797400-3-003
20	Honeywell International	40451321	Multi-Function Display (MFD)	8525400-910
21	Honeywell International	40451321	Remote Light Sensor (RLS)	8518148-901
22	BAE	5686625	Flight Control Computer	103E4151G201
23	Litton	5220725	Mission Computer Display	854703-0501
24	Honeywell	0278250	Auxiliary Power Unit (APU)	17B2D4700-1

Attachment 6C: Supplier Lists, Table 3: Unique Supplier Delivery Events **Updated Discrete** Part# (or a superseding **Supplier Name Supplier Number** part for the listed part) **Event** Hardware Re-Design Air Data 17RADC (P/N will be 24 Honeywell TBD (new source) Computer (RADC) revised for final design) 20 Vought 9127975 **UARRSI** 17P1A2001-401 Engine Build-Up (Fan 27 Vought 9127975 17N8D0801-401 Reverser) for Fuse 136 Horizontal Stabilizer Vought 30 9127975 17N5T0500-401 (Fuse 149) Engine Build-Up (Fan 31 Vought 9127975 17N8D0801-401 Reverser) for Fuse 152

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1. INTRODUCTION

The Boeing Company Department of Defense (DoD) Comprehensive Small Business Subcontracting Plan has been prepared for use by all business units and subsidiaries of Boeing at all locations performing DoD contracts. This plan applies to all active DoD prime and subcontracts awarded prior to October 1, 2001 and through September 30, 2002, including options and contract changes for the life of the contract.

Company-wide Small Business (SB), Small Disadvantaged Business (SDB), Woman Owned Small Business (WOSB), Historically Black Colleges and Universities/Minority Institutions (HBCU/MI), Historically Underutilized Business Zone Small Business (HBZSB), Veteran Owned Small Business (VOSB) and Service Disabled Veteran Owned Small Business (SD/VOSB) subcontracting initiatives and percentage goals are included in this plan. Percentage goals are further delineated by industry categories.

2. OVERVIEW

Boeing Overview

Boeing, headquartered in Chicago, IL, is the largest aerospace company in the world and the United States' leading exporter with annual sales of \$51 Billion. Boeing is a manufacturer of military aircraft and a major U.S. defense contractor. The company's military capabilities in aerospace include tactical aircraft, transport aircraft, rotorcraft, electronic and defense systems, missiles, rocket engines, launch vehicles and advanced information and communications systems. The company has an extensive global reach with customers in 145 countries and manufacturing operations throughout the United States, Canada and Australia.

The Boeing Company recently organized into eight business units, headquartered in the following locations:

Boeing Phantom Works*, Seal Beach, CA
Boeing Commercial Airplane Co., Seattle, WA
Boeing Military Aircraft and Missile Systems Co.*, St. Louis, MO
Boeing Space and Communications*, Seal Beach, CA
Boeing Shared Services Group*, Seattle, WA
Boeing Air Traffic Management, Washington DC
Connexion by Boeing, Seattle, WA
Boeing Capital Corporation, Seattle WA

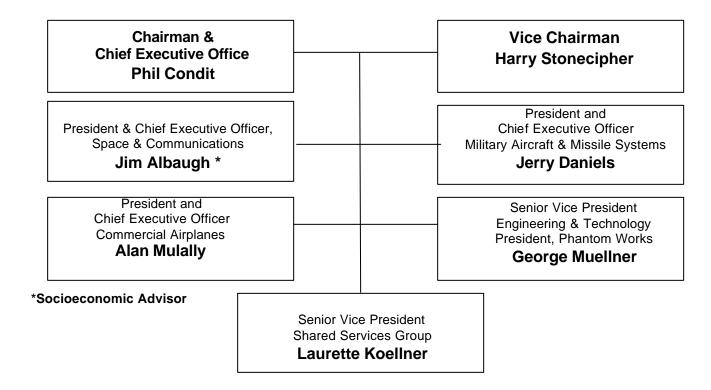
*Participants in the Boeing Comprehensive Subcontract Plan

Corporate Commitment

The Chairman/CEO has imposed and institutionalized a commitment to the small business community. That commitment is to prioritize, expand and improve small business utilization on all government contracts throughout Boeing.



BOEING ORGANIZATION CHART



Management Commitment

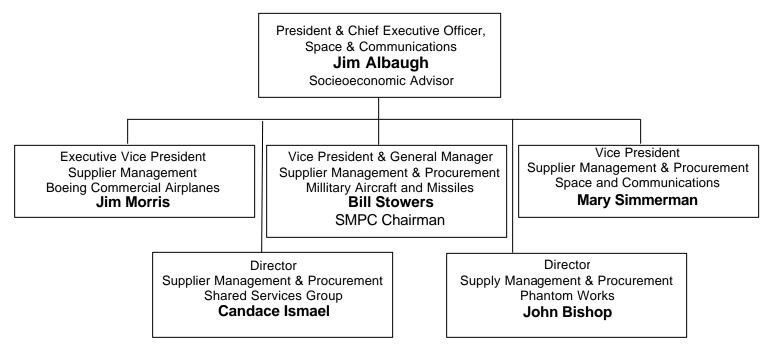
Boeing is dedicated to participation by small and diverse businesses. Boeing recognizes that its success in the marketplace depends on the availability of qualified small and diverse business firms. Jim Albaugh, President and Chief Executive Officer of the Space and Communications (S&C) Group, and serves as the Boeing Executive Council's Responsible Executive for Socioeconomic Compliance. Albaugh, as the sponsor of the Supplier Management Process Council (SMPC), reports directly to the Chairman and CEO, Phil Condit. This top down approach has been instrumental in our efforts to ensure that small and diverse businesses are afforded an opportunity to participate in the program. To achieve our goals, each operating business unit and Group President/CEO includes supplier diversity goals and has established metrics in his or her annual operating plan. They are responsible for the effective implementation of small and diverse business participation.

Management Structure

Each Boeing business unit has a senior manager in Supplier Management and Procurement who is the unit's Supplier Diversity Program (SDP) focal, responsible for incorporation of SDP strategies and initiatives, and who reports directly to the VP/GM and director for Supplier Management and Procurement in each business unit. The SDP is engaged with Supplier Management Process Council (SMPC) and Strategic Sourcing Teams (SSTs) to implement best practices in achieving these goals. The SMPC is comprised of the S&C CEO, the VP/GM and directors for Supplier Management and Procurement in each operating business units, and the Director of Boeing's Supplier Diversity Program. The nine (9) SSTs manage Boeing's supply base strategies for various commodity groups. Each SST includes an executive coach, commodity experts from each business unit and a supplier diversity advocate. These teams develop Boeing-wide strategies to maximize opportunities to select, develop, qualify and manage small and diverse businesses. Supplier Diversity (SD) Advocates assigned to SST Commodity Leaders will integrate SDP initiatives into the Boeing value stream to ensure representation of diverse suppliers throughout the Boeing supply base.



SUPPLIER MANAGEMENT PROCESS COUNCIL



Background

Boeing is a pioneer in Supplier Diversity Programs and has participated in the DoD test program since 1990. Shortly after World War II, Boeing voluntarily established a Small Business subcontract program at the suggestion of the government. In 1972 Boeing established a formal supplier diversity program and took a leadership role in working to provide opportunity to small and diverse business firms in all procurement situations, where opportunity exists. It became The Boeing Company's formal policy to seek out and provide SB, SDB and WOSB with opportunities to compete for subcontracts of goods and services. The policy is now expanded to provide opportunity to HBZSB, VOSB, SD/VOSB and HBCU/MI.

Boeing recognizes that its success in the marketplace depends on the availability of qualified small business firms. This FY2002 DoD Comprehensive Small Business Subcontracting Plan is the most recent example of Boeing's dedication to the principle of seeking out and providing procurement opportunities for small and diverse business enterprises where opportunities exist. This year's plan incorporates significant process improvements developed collaboratively by a Joint Integrated Process Team (IPT) comprised of Boeing, Defense Contract Management Agency (DCMA), Service and Small Business Administration representatives.

Boeing is a corporate member of the National Minority Supplier Development Council (NMSDC), and has helped found two Minority Supplier Development Councils. Boeing is also a corporate member of the National Association of Women Business Owners, Rainbow PUSH – *Wall Street Project*, Native American Indian Development and regional councils, National Black Chambers of Commerce, Latino Business Association, and the Asian American Trade Association. These associations receive Boeing support at the regional level.



Department of Defense Past Performance

Boeing has a history of successful Supplier Diversity Program performance as demonstrated below:

Boeing Past Performance

Year	SB Dollars	%	SDB Dollars	%	WOSB	%	HBCU/MI	%	HBZSB	%
					Dollars		Dollars		Dollars	
FY 2000	\$ 1,226,145,102	21.9	\$ 214,926,603	3.8	\$ 129,079,294	2.3	\$ 1,336,033	0	\$ 356,536	0
FY 1999	\$ 1,619,395,051	21.7	\$ 294,946,749	3.9	\$ 138,450,542	1.9	\$ 1,959,637	.03	0	0
FY 1998	\$ 1,402,532,047	26.1	\$ 300,971,284	5.6	\$ 136,432,559	2.5	\$ 135,180	0	0	0
FY 1997	\$ 1,392,617,717	22.8	\$ 290,502,599	4.8	\$ 139,110,524	2.3	\$ 736,930	0	0	0
FY 1996	\$ 1,103,401,115	23.9	\$ 225,011,119	4.9	\$ 103,312,648	2.2	\$ 245,116	0	0	0
FY 1995	\$ 1,057,736,098	27.4	\$ 218,485,550	5.7	\$ 30,928,037	0.8	\$ 266,416	0	0	0

Recognition

Boeing has received numerous industry and government awards for outstanding support for the Supplier Diversity Program.

FY2001

• The Dwight D. Eisenhower Award for manufacturing – U.S. Small Business Administration

FY2000

- Francis Perkins Vanguard Award U.S. Small Business Administration
- Two Nunn/Perry Awards -- Manufacturing Technology, Inc. and Technology Management, Inc. Department of Defense
- The Defense 2000 Manufacturing Excellence Award Department of Defense
- The Outstanding Achievement Award for Maintaining an Outstanding Supplier Diversity Program National Coalition of Minority Business Owners
- Corporation of the Year Award Los Angeles Black Business Association
- Outstanding Purchasing Award Latin Business Association

FY1994 - 1999

- Corporate Citizen Award in Support of Native American Indians National Center for Native Americans
- The Nunn/Perry Award, Pyro-Media Department of Defense
- Corporation of the Year Award National Minority Supplier Development Council
- Corporation of the Year National Coalition of Minority Businesses
- Northwest Indian Progress in Business Award National Center for American Indian Enterprise Development
- Employer of the Year Outstanding Performance, Productivity and Dedicated Service Community Rehabilitation Industries
- Certificate of Appreciation/National Industries for the Severely Handicapped (NISH) Defense contract Management District West
- Enterprise Advocacy Award Support of Minority Business Community Southern California Regional Purchasing Council
- Corporation of the Year National Minority Supplier Development Council
- The Nunn/Perry Award, ION Electronics Department of Defense



3. BOEING POLICY

Boeing shall provide SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI business concerns with the maximum practicable opportunity to participate in contract performance consistent with its efficient performance. It is further the policy of Boeing to establish procedures to ensure the timely payment of amounts due pursuant to the terms of their subcontracts with SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI.

Applicable statutes include Section 8(d) of the Small Business Act and other laws and regulations unique to the DoD and the DoD Test Program for Negotiation of Comprehensive Subcontracting Plans. Those regulations are listed in Exhibit A.

(Exhibit A. Applicable Regulations)

4. BOEING COMPANY-WIDE GOALS

The following goals are submitted for Fiscal Year 2002 in support of DoD contracts. Each business unit has established goals that support achievement of the company-wide goals shown below. Each business unit also determines how to allocate goals to their subordinate organizations. Exhibit B lists the purchasing locations and points of contact for each business unit to facilitate Defense Contract Management Agency (DCMA) surveillance of Boeing performance.

(Exhibit B. Boeing Business Unit Points of Contact & Purchasing Locations)

Boeing Fiscal Year 2002 Supplier Diversity Program Forecasts

	Dollars	Percentages
SB	*\$ 1,729,493,783	21.3%
LB	*\$ 6,382,793,299	78.7%
Total	\$ 8,112,287,082	100.0%
SDB - SBA	*\$ 207,180,217	2.6%
SDB – Self Cert.	<u>*\$ 136,116,906</u>	<u>1.7%</u>
Total SDB	*\$ 343,297,123	4.3%
WOSB	*\$ 232,135,142	2.9%
HBCU/MI	\$ 2,288,794	0.0%
HBZSB	\$ 58,190,807	0.7%
VOSB	\$ 57,032,217	0.7%
SD/VOSB	\$ 55,046,522	0.7%

^{*}Includes indirect and overhead purchase projections

The majority of DoD programs at Boeing are mature with established suppliers. Others have customer directed sources and teaming agreements that erode the opportunity for subcontracting with SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI's concerns. Furthermore, some programs are awaiting authorization to enter into full production.

Boeing recognizes the need to establish challenging goals and to motivate and incentivize all personnel in the supplier source selection process to exercise aggressive efforts to identify and contract with diverse suppliers. Accordingly, Boeing will establish aggressive goals of 23.0% for SB, 5.0% for SDB, 5.0% for WOSB, 2.5% for HBZSB, 3.0% for VOSB, and 3% SD/VOSB. As shown above these goals are a significant stretch, above the forecasted plan. The subcontract values will increase to \$1,865.8M for SB, \$405.6M for SDB, \$405.6M for WOSB, \$202.8M for HBZSB, \$243.4M for VOSB, and \$243.4M for SD/VOSB based on the total forecasted dollars of \$8,112.3M.

Because of the limited resources available within the industry for identification of HBZSB, VOSB, and SD/VOSB's, Boeing will undertake a new initiative aimed at identifying and increasing subcontract opportunities for these business concerns.

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Five-Year Forward Small Business Goal Forecast (FY2002 through FY2006)

Boeing has established a five-year forward small business performance goal plan. The plan will be reviewed annually prior to the beginning of each fiscal year for measuring progress over the previous year's performance. The forward goals are to be measured against FY2000 Standard Form 295, Summary Subcontract Report, SB actual performance.

Boeing will notify the DoD and the DCMA in the event of a substantial change in the estimated subcontract award projections (based on program termination or delays, the acquisition of new business, etc.) during FY 2002.

Five-Year Forward Small Business Plan Forecast (Dollars In Millions)

		FY2002	Goal	FY2003	Goal	FY2004	Goal	FY2005	Goal	FY2006	Goal
SB	,	\$1,729.5	21.3%	\$1,924.2	21.0%	\$2,139.8	21.3%	\$2,182.5	21.3%	\$2,235.4	21.3%
LB	;	\$6,382.8	78.7%	\$7,291.6	79.1%	\$7,896.0	78.7%	\$8,075.9	78.7%	\$8,237.0	78.7%
Total	;	\$8,112.3	100%	\$9,215.8	100%	\$10,035.8	100%	\$10,258.4	100%	\$10,472.4	100%
SDB SBA SDB/SelfCert. SDB Total	9	\$ 207.2 \$ 136.1 \$ 343.3	2.6% <u>1.7%</u> 4.3%	\$ 345.3 <u>\$ 119.8</u> \$ 465.1	3.7% <u>1.3%</u> 5.0%	\$ 407.8 \$ 133.0 \$ 540.8	4.0% 1.3% 5.4%	\$ 450.6 \$ 140.0 \$ 590.6	4.4% <u>1.4%</u> 5.8%	\$ 496.0 \$ 146.5 \$ 642.5	4.7% <u>1.4%</u> 6.1%
WOSB	,	\$ 232.1	2.9%	\$ 279.0	3.02%	\$ 330.0	3.3%	\$ 373.5	3.6%	\$ 416.2	4.0%
HBCU/MI	,	\$ 2.3	0.0%	\$ 14.0	0.15%	\$ 33.6	0.33%	\$ 34.0	0.33%	\$ 44.0	0.42%
HBZSB	,	\$ 58.2	0.7%	\$ 120.1	1.3%	\$ 194.5	1.9%	\$ 267.5	2.6%	\$ 273.7	2.6%
VOSB		\$ 57.0	0.7%	\$ 120.5	1.3%	\$ 195.0	1.9%	\$ 267.8	2.6%	\$ 274.1	2.6%
SD/VOSB	,	\$ 55.0	0.7%	\$ 119.6	1.29%	\$ 194.0	1.9%	\$ 266.8	2.6%	\$ 273.0	2.6%

DoD Services Forecasts

Boeing has included an FY2002 forecast of SB, SDB, and WOSB subcontracting awards by DoD service. The following breakout is provided for information purposes only to our Air Force, Navy and Army customers. It does not represent separate by-service goals and will not be a weighted performance factor during program reviews. The percentages are based on the total forecast for each service.

Fiscal Year 2002 DoD Services Forecasts (Dollars in Millions)

Service	Total \$	SB \$	%	SDB \$	%	WOSB \$	WOSB%
USAF	\$3,196.8	\$ 534.0	16.7%	\$ 68.1	2.1%	\$ 48.4	1.5%
NAVY	\$1,910.8	\$ 211.9	11.0%	\$ 63.1	3.3%	\$ 41.5	2.2%
ARMY	\$ 418.4	\$ 101.5	24.3%	\$ 12.4	3.0%	\$ 12.9	3.1%
Other	\$1,267.0	\$ 409.8	32.3%	\$ 26.7	2.1\$	\$ 44.0	3.5%

^{*} For SDB Total includes SDB-SBA Certified and SDB Self Certified



Goal Methodology

Boeing has implemented an enhanced process for developing its goals. This process is based on a recommendation from the Joint USG/Boeing Integrated Process Team sponsored by the Joint Leadership Council and is reflected in the FY2002 CSP. The enhancements, listed below, support the annual Plan negotiations while allowing adequate time for each business unit to conduct detailed analysis and reviews of their respective submissions for the Boeing-wide goal development.

- Small business subcontract planning to occur during the same time frame that individual programs
 develop their Calendar Year operating plans and provide input into the business unit and Boeing-wide
 strategic planning activity.
- A repeatable schedule that is initiated by a meeting between Boeing and the cognizant DoD and SBA
 personnel to learn of any new initiatives or pending legislation/regulation that may impact the
 upcoming fiscal year plan.
- A template to be used by all business units and their subordinate programs and sites to assure
 consistency across Boeing on the data submittal. This template also eases the goal development
 activity occurring at the program and site levels of each business unit, thereby making the overall
 process much more efficient.
- The Boeing-wide Supplier Management & Procurement Council (SMPC) review of the proposed subcontracting plan before it is submitted to DoD for negotiation.

The cumulative affect of these process enhancements assures more proactive consideration is given to small business concern subcontracting by the programs, business units and Boeing as a whole. Each program develops a subcontract award forecast based on the approved subcontract dollars funded for the upcoming DoD fiscal year (fund limited) expected to occur in the upcoming fiscal year. These goals are aggregated with other program forecasts and flowed up to the next level of management. These forecasts become organizational goals for the fiscal year. Actual performance is measured against these goals each quarter. Boeing investigates any deviations and implements corrective actions. Enhanced goal development activity is as follows:

Date	Activity			
05 May	DoD/SBA Meeting with Boeing			
10 May	Company Supplier Diversity Programs Office asks business units for goals			
	and provides any necessary guidance and a template for use			
15 May	Business unit Supplier Diversity Programs Offices ask programs for goals			
	and forwards template			
15 June	Programs provide 1 st draft of goals to Business Unit Supplier Diversity			
	Programs Offices using template			
01 July	Programs provide 2 nd draft of goals following Business Unit review			
15 July	Business Units propose final goals following preliminary review by Company			
	Supplier Diversity Programs Office			
20 July	SMPC reviews Boeing corporate plan			
01 August	Boeing provides DCMA with proposed corporate plan			
05 August	DCMA sends Boeing's proposed plan to DoD and Services for comment			
September	Fact-finding, negotiation, settlement & Boeing approval			
01 October	01 October Company Administrative Contracting officer (CACO) approves Boeing plan			



FY2002 Selected Industry Categories

Boeing has selected three specific industry categories that have not historically been made available to small and diverse businesses for goal accomplishment efforts and which represent industry categories where Boeing subcontract activity could develop viable small business sources. Further definition of these industry categories is provided in Exhibit C.

(Exhibit C. Industry Category Definitions)

Industry Categories	Definition
Software Design and Development	Purchased analysis of system and subsystem requirements for software design, development, analysis, implementation and
	test of software programs.
Kitting and Third Party Integrative	Provides services to coordinate purchased parts, tools, etc into packages to facilitate lean manufacturing.
Engineering Studies and Analysis	Purchased engineering services including engineering design and engineering studies, technical assistance, wind tunnel testing, and laboratory analysis.

Selected Industry Category Goals

Category	Total \$	SB\$	%	SDB \$	%	WOSB \$	%
Software Design							
and Development	\$20,111,119	\$ 7,757,460	38.5%	\$ 951,977	4.7%	\$ 794,060	3.9%
Kitting and Third							
Party Integrative	\$28,590,000	\$ 3,398,000	11.9%	\$ 93,900	0.3%	\$ 83,960	0.3%
Engineering Studies							
and Analysis	\$61,018,358	\$23,622,380	38.7%	\$2,880,931	4.7%	\$2,392,181	3.9%

Boeing is in the process of upgrading its supply Base Management System (SBMS) to capture company-wide data in the selected industry categories. Until the SBMS system is upgraded, the goals reflected are combined operating business units estimated dollars. Goals are shown as a percentage of each category's total subcontract awards.

5. INDIRECT AND OVERHEAD COSTS

The goals contained in this plan include indirect and overhead purchase projections. Estimates of these projected commitments from each operating site are applied proportionally to their Department of Defense projected commitments. The following list is representative of the products and services that are included in the indirect and overhead projections:

- Capital equipment
- Construction
- Computing
- General services
- Maintenance, repair and operations (MRO).

6. DESCRIPTION OF ITEMS TO BE SUBCONTRACTED

The Boeing Company is involved in the design, development, and integration of numerous high technology products and services for the DoD and other U.S. Government Agencies. These include military airplanes, advanced weapons, helicopters, electronic components, information systems, space technology and communications. Some of the major programs representing potential subcontract awards to small and diverse suppliers are: C-17, F/A-18E/F, Joint Strike Fighter (contingent upon contract award), National Missile Defense Systems, V-22, and F-22. In addition Boeing is the world's largest supplier of commercial aircraft.

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Strategic Sourcing Teams and Commodities

The Boeing Company's high technology products and services lend themselves to potential subcontracting opportunities for small and diverse suppliers. To accommodate the many goods and services that Boeing procures, and to leverage the purchasing requirements to make our products more affordable, The Company has organized procurement activities around nine Strategic Sourcing Teams (SSTs) to manage Boeing's supply base, including its supplier diversity strategies. These teams are multidisciplined teams that include supplier diversity representatives to optimize the utilization of small and diverse suppliers. The SSTs are Avionics, Electro/Hydro/Mechanical, Major Outside Production (MOP), Purchased Outside Production/Outside Manufacturing (POP/OM), Propulsion, Common Aerospace Commodities, Interiors, Aerospace Support and Non-Production.

7. SIZE/STATUS REPRESENTATION

Boeing, acting in good faith, relies on written representations by subcontractors regarding their status as a SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI. The subcontractor provides a written representation to Boeing certifying its status as a SB, SDB, WOSB, HBCU/MI, HBZSB, VOSB and SD/VOSB.

For government solicitations issued on or after October 1, 1999, SDB's shall submit a copy of their SBA certification or PRO-Net profile showing certification date(s) unless the requirement is amended during the course of this plan.

The SBA must certify HUBZone Small Businesses (HBZSB) as such. A copy of their SBA certification or PRO-Net profile showing certification date(s) shall be submitted as evidence of their certification. Proof of SBA certification will be required from SDB's when applicable.

Notice is provided to subcontractors concerning penalties for misrepresentations of business status for the purpose of obtaining a subcontract that is to be included as part or all of a goal contained in the contractor's subcontracting plan.

For FY2002 reporting purposes, Boeing will maintain written self-certification of its current SDB supplier base as well as SBA-certification SDB supplier base. Boeing will notify suppliers that they should seek SDB certification by the U.S. Small Business Administration. That notification will also request written confirmation to Boeing upon attainment of SDB certification. For comparison purposes, Boeing will report dollars awarded to SDB self-certified and SBA-certified suppliers.

8. ADMINISTRATOR AND DESCRIPTION OF DUTIES

Responsible Company Individual

Boeing's responsible executive for the administration of the company-wide Supplier Diversity Program is Jim Albaugh, President and CEO of Boeing's Space and Communications Group. Mr. Albaugh has appointed Mr. Nicholas Sena as the Supplier Diversity Program Director.

The Supplier Diversity Program Director will:

- a. Coordinate the development and establishment of company DoD subcontracting percentage goals and corresponding dollar estimates and selected industry category subcontracting goals utilized in the DoD Comprehensive Small Business Subcontracting Plan.
- b. Represent all Boeing groups, business units, and subsidiaries on all DoD inquiries pertaining to the DoD Comprehensive SB, SDB, HBZSB, WOSB, VOSB, SD/VOSB Subcontracting Plan to ensure proper coordination in matters relative to this subject.
- c. Assist in the establishment of internal company goals.



- d. Advise and assist group, business unit, and subsidiary organizations on acquisition strategies and sourcing information for SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI matters. Coordinate all activities requiring uniform handling and Boeing-wide strategies.
- e. Establish report formats and due dates for submission of group, business unit, and subsidiary organization reports.
- f. Prepare and submit required quarterly reports on an aggregate company-wide basis to the DoD.
- g. Prepare and submit a quarterly report to the Chairman and Chief Executive Officer and the President/CEO of each business unit.
- h. Sponsor programs to assist SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI to gain introduction to all appropriate procurement organizations.

Responsible Plan Individual

Responsibility for subcontract award performance under this plan lies with each operating group, business unit, or subsidiary program manager. Program managers, Supplier Management and Procurement, strategic sourcing teams, and supplier diversity program staff will:

- a. Ensure that "make or buy" decisions include adequate and timely consideration of the potentialities of SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI.
- b. Ensure that each bidders list that is prepared for competitively bid items includes, to the maximum extent possible, at least one SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI supplier. When time allows, and these suppliers are not readily known, the SBA Pro-Net and Sub-Net database will be used to search for these suppliers.
- c. Ensure that requests for quotation are prepared in a manner that facilitates opportunity for SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI. For example, establish supplier submittal deadlines that allow adequate time for bid preparation, structure solicitations in a clear, straight-forward format, and ensure that delivery schedule lead times and quantities demanded on the requirement are within the capabilities of the concerns included on the bid list. Reasonable effort will be made to give all known potential bidders an opportunity to compete over a period of time.
- d. Ensure that technical assistance is provided to small disadvantaged businesses as needed to facilitate their performance on existing subcontracts or to help all high-potential small businesses become qualified for future subcontract opportunities. Examples of technical assistance efforts that may be provided are included in this document under Section 12, "Technical and Financial Assistance".
- e. Monitor and motivate personnel responsible to support the Supplier Diversity Programs.
- f. On an annual basis, prepare and submit fiscal year subcontract awards program goals and industry category program goals to higher-level management for subsequent inclusion in the corporate subcontract award and industry category goals.
- g. Track actual DoD subcontract percentage performance against annual percentage goals, address all significant deviations, and implement any adjustments necessary. Performance shall be reported to the Company Supplier Diversity Programs Office on a quarterly basis.



9. EFFORTS TO ASSURE EQUITABLE OPPORTUNITY

Boeing has an established Supplier Diversity Program to maximize subcontracting opportunities for SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI. The key elements of these programs include:

- a. A company-wide policy on supplier diversity that includes SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI.
- b. A company-wide procedure on supplier diversity that defines the roles and responsibilities of the socioeconomic executive; program director, president or general manager of each group, business unit and subsidiary; and supplier diversity administrator.
- c. Group, business unit, organization, and subsidiary level operating procedures.
- d. Supplier Diversity Managers at each business unit. Supplier Diversity Specialists at the program and procuring activity level.
- e. Internal SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI utilization goals.
- f. A web based supplier introductory system to assist SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI concerns to gain introduction into the Boeing procurement process.
- g. Training covering Boeing Supplier Diversity Programs.
- h. A corporate small businesses newsletter. The newsletter is also available on the Boeing home page. (http://www.boeing.com)
- i. Annual company awards to the outstanding SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI supplier(s) of the year. These awards are presented by the Boeing Chairman/Chief Executive Officer.
- j. Corporate membership in the National Minority Supplier Development Council (NMSDC) and its regional councils, the National Association of Women Business Owners, Rainbow PUSH Wall Street Project, Native American Indian Development and regional councils, National Black Chambers of Commerce, Latino Business Association, and the Asian American Trade Association. These organizations are sources for locating small minority-owned and womenowned business firms.
- k. One million dollar investment in the NMSDC Business Consortium Fund (BCF). The BCF provides contract financing to certified ethnic minority businesses across America through a network of local participating certified lending banks and regional councils.
- I. One million dollar investment in the St. Louis Civic Ventures Investment Fund. This fund provides minority business enterprises access to funds to grow and be competitive.
- m. Availability of personnel to counsel and discuss subcontracting opportunities with representatives of SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI.
- n. Utilization of the U.S. Small Business Administration's Procurement Marketing and Access Network (PRO-Net) to identify SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI for inclusion in bidder's lists. Availability of official PRO-Net Access Network stations at some sites for usage by all small businesses.
- o. Participation in business opportunity conferences nationwide in order to identify and assist in the introduction of SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI.

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10. SOURCE IDENTIFICATION

A standardized Supplier Introduction System utilized via the SDP web site assists the small business community in identifying potential procurement opportunities throughout the company. This web site includes procurement policies, points of contact, and how to do business with Boeing. A database of current and existing small and diverse (certified SDB's) businesses is maintained and reviewed regularly by the Strategic Sourcing Teams. The SBA PRO-Net system is accessed both by SDP representatives and buyers. Boeing conducts in-house conferences that focus on upcoming procurement opportunities. SST representatives and Supplier Diversity Specialists provide sourcing information about small and diverse businesses to procurement agents placing subcontracts day-to-day within program IPTs.

Outreach activities: Supplier outreach is designed to provide encouragement and guidance to potential small and diverse suppliers that are interested in learning more about subcontracting opportunities with Boeing. SDP participates at the national, regional and local levels in various outreach efforts that include networking with potential and existing suppliers through congressional and government sponsored conferences, trade show, internal symposiums and organizations that promote small business interest.

11. PUBLICITY

Boeing believes the key elements listed in Sections 10 and 14 constitute a diverse, far-reaching approach to publicizing subcontracting opportunities for SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI concerns. Further, implementation of the DoD Comprehensive Subcontracting Plan Test Program enables all personnel involved in the Supplier Diversity Programs to intensify their efforts in each of these elements resulting in increased SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI subcontract award performance.

Boeing advertises in 15 minority business publications to inform potential minority owned suppliers of the opportunities for doing business with Boeing.

12. TECHNICAL AND FINANCIAL ASSISTANCE

Technical Assistance

While it is Boeing purchasing policy to deal with qualified suppliers, those SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI that have significant potential may be given non-financial assistance to become qualified.

Examples of the technical assistance efforts that may be provided all small business concerns are as follows:

- Provide engineering consultation and assistance prior to and during all stages of a subcontracting activity.
- b. Survey supplier quality assurance systems and lend support to bring deficient systems into compliance with Boeing and government requirements.
- c. Lend the support of skilled manufacturing specialists.
- d. Offer Boeing publications such as sample quality assurance documents, listings of approved process sources, test procedure manuals, proposal preparation guides, etc.
- e. Review supplier operations and processes such as production control systems, reporting systems, cost accounting systems, configuration management systems, etc., and lend support to ensure compliance with Boeing and government requirements.
- f. Offer training in the area of continuous quality improvement.



- g. Review, assist, and approve supplier CAD/CAM systems.
- h. Identify deficiencies in supplier proposals and provide consultation to promote future competitiveness.
- Offer Scholarships to recipients representing each of Boeing's four major operating divisions for advanced management training at Kellogg School of Business, Northwestern University. Also, offer scholarships to our SDB supplier of the year and the runner-up to attend the Amos Tuck School of Business at Dartmouth College.
- j. Provide faculty and student co-op and summer internships for members of the HBCU/MI community, to afford recipients the opportunity to learn our business first hand.
- k. Handle supplier complaints and payment problems.

Financial Assistance

Boeing is currently making process improvements to assure consistently timely supplier payments. These improvements should reduce the number of payment problems experienced by small businesses. Boeing also provides financial assistance to its diverse suppliers as needed from time to time. Examples of such financial assistance are as follows: Boeing will provide advance payments or an improved liquidation payment schedule based upon deliveries with a percentage paid back to Boeing upon each delivery. Boeing will issue two-party checks or assignments to assist subcontractors in paying their subcontractors (often small businesses) so the 2nd tier supplier is not impacted. Boeing provides advice and assistance to small businesses on completing the Subcontractor's Request For Progress Payment (SF1443) for progress payment submittals. Boeing may provide payment in advance of the subcontract terms if a small business is having difficulty meeting payroll requirements. Finally, Boeing will overnight deliver or hand deliver checks if needed for small businesses in dire need.

13. RESTRICTED COMPETITION

As a tool to increase the participation of SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI, Boeing has implemented the use of restricted competition. Boeing allows the use of restricted competition when there is a reasonable expectation that not less than two qualified SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI concerns will submit an offer and that the award can be made at a fair and reasonable price.

14. LEVERAGE OF eBUY AND EXOSTAR

To support its use of the Exostar virtual marketplace (B2B) for subcontracting, Boeing has established the ebuy@boeing program within its Shared Services Group. The Supplier Adoption element within this program focuses on developing and implementing plans to assist and support all Boeing suppliers in adopting Exostar. To address the special needs of small business concerns in adopting, activating and transitioning them through the Exostar virtual marketplace, Boeing has taken the following actions:

- Appointed a focal for e-enabling small business concerns to whom Boeing subcontracts.
- Holds workshops across the U.S. to inform small business concerns about its eBuy @ Boeing Program, the Exostar B2B exchange, and to explain the importance of all small business concerns' completing a supplier profile questionnaire. Group discussions are held at the workshops to allow suppliers to ask questions, voice opinions and offer suggestions on how the eBuy @ Boeing Program could assist them during this transitional phase.
- Queries small business concerns about their needs for computers, training, assistance and maintenance support during this transitional phase. Boeing intends to assist small business concerns in these areas.

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- Subcontracted with one of its small disadvantaged suppliers for a benchmark study of how B2B exchanges service their diverse supply base. The benchmark study disclosed that only 3 of 13 B2B exchanges have diverse supplier programs, of which two were still in the development stage. The other 10 exchanges have plans to include such a program within a two-year period. Boeing has provided this benchmark study to Exostar to assist their development of a diverse supplier program.
- Obtained a commitment from Exostar to develop and implement a documented strategy for supplier
 adoption of Exostar, with targeted outreach to small business concerns. Elements include having a
 reduced subscription rate for small business concerns, providing database enhancements to ease
 sourcing research for small business concerns by Boeing procurement agents, and providing training
 packages for Boeing to train its small business suppliers on Exostar.

To enable Boeing to easily find new small business concerns for Boeing subcontract requirements, Exostar will develop supplier profiles for access and sourcing searches by its trading partners, of which Boeing is one. These Exostar supplier profiles will include information about the type of small business concerns and their product lines.

15. FLOW DOWN TO SUBCONTRACTORS

Boeing incorporates Federal Acquisition Regulation (FAR) Clause 52.219-8 "Utilization of Small Business Concerns" in all government subcontracts that offer subcontracting opportunities. FAR Clause 52-219-9 Small Business Subcontracting Plan and Defense Federal Acquisition Regulation (DFAR) 252-219-7003 Small Business and Small Disadvantaged Business Subcontracting Plan are imposed on all applicable DoD purchase orders and subcontracts.

The Small Business Administration has agreed that the <u>Certificate of Compliance</u> is acceptable if a major subcontractor is a participant under the Department of Defense Test Program for the Comprehensive Subcontracting Plan. A list of active Test Program participants is available at http://www.acq.osd.mil/sadbu/csp/procurement.html. For those major subcontractors that are not participants in the Test Program Boeing is required to obtain a copy of their subcontracting plan and small business goals for that specific subcontract. Using this information, Boeing will perform surveillance of its major subcontractors' performance in creating their own subcontracting opportunities for small and diverse businesses.

16. REPORTING

Reports

On a quarterly basis, Boeing will submit SF 295, "Summary Subcontract Report", to the DoD focal point, the Assistant Director of Small Business, DCMA Seattle, and to the cognizant SBA Commercial Market Representative (CMR), in accordance with instructions on the form. Information provided on this form meets the requirements specified in the DoD Test Program Instructions, Section V.C.6. In accordance with supplemental SF 295 instructions contained in DFARS 252.219-7004, the following exceptions will be adhered to:

Boeing will include, in item 16 or an enclosure, supplemental information identifying performance by Comprehensive Subcontract Plan initiatives and performance against the Industry Category Goals. Additionally, Boeing will also provide supplemental information identifying performance by Service and selected major DoD programs. The selected major DoD programs are: C-17, F-22, B-1, F/A-18, V-22, JSF (contingent upon contract award), C130 and National Missile Defense (NMD). Additionally, the supplemental information pertaining to performance on selected major DoD programs will include performance after certain items are excluded from the subcontract base such as pre-award teaming agreements, court settlements and government/customer directed or sole source items. Second-tier subcontracting to small business concerns by major subcontractors will also be shown beginning second quarter FY 2002. Finally, instances where Boeing's subcontracting to a small business resulted in that small business becoming a large business or large minority-owned business will be documented in this



supplemental information. This supplemental information will better convey the context in which small business subcontracting opportunities are available on these selected programs. A notional portrayal of the augmented reporting on selected programs is provided as Exhibit D.

(Exhibit D. Notional Portrayal of Augmented Reporting)

Performance Reviews

Boeing and DCMA will coordinate program reviews of the comprehensive subcontracting plan consistent with the comprehensive nature of the plan and conduct such reviews concurrently with Contractor Purchasing System Reviews to the maximum extent possible. Additional review effort will be coordinated and assigned by the Assistant Director of Small Business, DCMA Seattle, the Corporate Administrative Contracting Officer and Boeing SDP Director, consistent with Public Law and pertinent policy. This agreement shall not be construed as restricting Government access to relevant data as provided for by Public Law.

In order to implement the joint IPT recommendations, in FY 2002 the parties agree to more fully develop the performance rating and assessment techniques that arose from that effort. The focus will be on program effectiveness, assuring data accuracy and ensuring fulfillment of U.S. Government statutory program requirements with respect to providing for maximum practicable subcontract opportunities to specified groups. This development will culminate in a joint Government/Boeing internal audit review of the program using a mutually agreed to audit plan.

Additional customer requests for data and reviews deviating from the intent of the DoD Test Program and this plan shall be submitted in writing to Boeing by the Assistant Director of Small Business, DCMA Seattle for coordination and approval.

17. RECORDS SYSTEM

The following records will be maintained and disseminated to Boeing personnel responsible for subcontract effort in Boeing program and site levels of each business unit through SM&P.

- a. Source lists, guides, and other data that identifies SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI business concerns.
 - (1) Internet access to U.S. Small Business Administration PRO-Net and SUB-Net website to advertise competitive solicitations.
 - (2) Electronic supplier introductory system -- Supplier Profiles are retained by the Company Supplier Diversity Programs Office and by group and business unit supplier diversity administrators.
 - Other industry and trade association SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI databases, source lists and directories. The Company Supplier Diversity Programs Office retains a number of directories in addition to directories maintained by group and business unit administrators.
- b. Organizations contacted in an attempt to locate sources that are SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI concerns.
- c. Records of each subcontract solicitation resulting in an award of more than \$100,000 and indicate:
 - (1) Whether SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI were solicited; and if not, why not?
 - (2) If applicable, the reason the award was not made to a SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI concern.

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- d. Records of any outreach efforts to contact:
 - (1) Trade associations
 - (2) Business development organizations
 - (3) Conferences and trade fairs to locate small business sources. The Company Supplier Diversity Office maintains a company-wide list.
- e. Records to support internal guidance and encouragement provided to buyers through workshops, seminars, training, etc., and monitoring performance to evaluate compliance with program requirements.
- f. On a contract-by-contract basis, records to support award data submitted by the offeror to the government including the name, address, and business size of each subcontractor.

18. COMPREHENSIVE SUBCONTRACT PLAN REQUIRMENTS/INITIATIVES

This plan incorporates the procurement and initiative activities of the entire Boeing Company. Effective implementation and success of the 2002 initiatives is the responsibility of the Supply Management and Procurement Council, Strategic Sourcing Teams, Integrated Product Teams, and program managers.

a. On-Going Initiatives

Boeing Internal Program Awareness

A "one company" Supplier Diversity Training Program was developed and implemented company-wide. The purpose of this training is to give Boeing employees the required education and skills critical to a successful goal achievement. In addition to training, procurement personnel receive special recognition for outstanding work in the development of small and diverse suppliers. Selected small and diverse suppliers are invited to make marketing presentations of their firm's capabilities to the Strategic Sourcing Teams, Supplier Management Process Council and SD Leadership meetings. This form of internal marketing has proved to be most successful.

SUB-Net System Initiative

The SMPC, SST's and SDP Representatives are exploring new processes for the identification of future procurement requirements. To the extent possible, Boeing will use the U.S. Small Business Administration's new SUB-Net website to advertise competitive solicitations. In addition, the SMPC, SSTs and SDP Representatives have developed a process for the identification of future procurement requirements. When lead-time and other circumstances permit, they will post these future requirements on SUB-Net. All Boeing supplier management personnel will be encouraged to utilize this valuable resource.

Supplier Diversity Website Initiative

The supplier diversity program website

(http://boeing.com/companyoffices/doingbiz/terms/sbsdb/index.htm) provides assistance to both suppliers and Boeing personnel. It includes links to government, minority organizations and other related sites. As a part of Boeing's commitment to continuously improve its supplier website and introduction process, a New Supplier Introduction System is being designed. Through this web-enabled site, accessed via Boeing.com, suppliers will be able to effectively and efficiently market their goods and services. The system will identify 6 month to one-year potential sourcing opportunities. Suppliers will be able to enter their business and ownership information, and their firm's capabilities. The new system will provide the supplier diversity program staff and the procurement community with a central database of potential small businesses wanting to do business with Boeing.

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Native American Initiative

Boeing is eligible to participate under the Department of Defense 5% Incentive Bonus Program. For FY2002, Boeing will identify active and future DoD programs to enhance subcontracting participation. We will coordinate future requirements with those organizations dedicated to the development and growth of Native American businesses and, when practical, use the SBA PRO-Net System to solicit potential sources.

Mentor/Protégé Initiative

Boeing will actively identify areas of interest company-wide by specific programs, and actively pursue adding small disadvantaged and women-owned small business as Mentor Protégés. This proactive approach will utilize the SBA PRO-Net and SUB-Net and government web sites available to prime contractors.

Small Business Innovation Research (SBIR) Initiative

Boeing will pursue business relationships with SBs through the SBIR Program. Utilization of SBIR provides a database of small and diverse businesses that have research and development capabilities. Since company-wide training regarding this initiative and obtaining broad buy-in is an on-going challenge, the SDP has assigned a SD Advocate to serve as the focal for SMPC/SST participation.

HBCU/MI Initiative

The Company Supplier Diversity Programs Office has established an HBCU/MI Subcontracting Committee comprised of 12 Supplier Diversity Program representatives. The goal of the Subcontracting Committee is to educate Boeing organizations about the technical capabilities of HBCU/MI's and facilitate subcontracting partnerships between Boeing and HBCU/MI's. The committee has developed a strategic plan to enhance the Boeing/HBCU/MI partnerships and ultimately increase subcontracting opportunities to HBCU/MI's.

Partnerships have been established with fourteen HBCU's -- they are Alabama A&M; Central State University; Clark Atlanta University; Florida A&M University; Howard University; Langston University; Morehouse College; Morris Brown; North Carolina A&T; Prairie View A&M; Spelman; Southern University; Tennessee State University; Tuskegee University; and three MI's -- they are New Mexico State University; University of Hawaii and University of Texas at El Paso.

HUBZone Small Business Initiative

Boeing will compare its supplier base with the SBA's PRO-Net system of qualified HBZSB firms in order to identify approved HBZSB suppliers. Since this is a new business size, Boeing needs to modify its supplier databases and procurement systems in order to identify subcontract awards to HBZSB firms. The goal is to develop a supplier system to identify potential HBZSB firms for future requirements and capture HBZSB subcontract award data on a company-wide basis. This systems initiative is to be completed by second quarter FY 2002.

Veteran (VOSB) and Service Disabled Veteran (SD/VOSB) Initiative

For FY2002 emphasis will be placed on identifying VOSBs and SD/VOSBs who are qualified to compete for Boeing services and high tech requirements. To accomplish this initiative the Company's Supplier Diversity office will obtain listings of those firms from the Veterans Administration, attend government-sponsored procurement fairs and compare our current supplier base with the U.S. SBA's PRO-Net System. The goal is to expand our supplier database to ensure that VOSBs and SD/VOSBs are provided maximum opportunities to compete. Target to complete task is third quarter FY2002.

Second Tier Reporting Initiative

For FY2002, Boeing will actively identify major programs which have limited small business activity because of the nature of the advanced technology required which can only be procured from large primes or due to customer directed services. Those unique programs will be targeted for second tier tracking and reporting. The intent of second tier reporting is to provide better visibility and accountability of

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customer-directed or sole source subcontractors, SB subcontracting activity. This activity will be reported separately in the SF295-Summary Attachment, commencing second quarter FY2002.

Large Minority Reporting Initiative

Special emphasis will be placed on tracking and reporting subcontract awards to those successful small disadvantaged business concerns that no longer meet the small business size standard as defined by the SBA or that resulted in a business buyout which changed their business size to large. The intent is to track and report those large minority subcontract awards separately in the SF295-Summary attachment for better visibility and accountability in our current SDB supplier base. First report will be in the third quarter FY2002.

b. New Initiatives

Process Re-Engineering Initiative

In 4Q FY01, Boeing embarked upon a comprehensive review and revision of its functional procedures and instructions (known as "command media") across the company to promote supplier diversity and remove inadvertent barriers to creating opportunities for them. The objective of this re-engineering initiative is to enhance diverse supplier opportunities through early, visible, proactive consideration of effective strategies to do so. Functional leaders in areas such as Engineering, Supplier Management, Operations, and Strategic Planning for each business unit included in the FY02 CSP have appointed focals for this activity. They have launched small dedicated sub-teams of policy administration personnel to review and revise their command media using process improvement attributes developed by the Joint IPT. Examples of some of the process improvements being made include modifying Boeing's Preferred Supplier Certification process to include assessment of a supplier's small business subcontracting performance, amending Boeing's program manager training curriculum to include supplier diversity training, modifying proposal gate review checklists to include socio-economic considerations in subcontract strategies, etc. Boeing plans to complete this process re-engineering initiative by second quarter 2002.

Enablers for Success

As with any major organizational change, it is important for Boeing to take a holistic approach to ensure it is successful in creating an environment whereby opportunities for diverse suppliers are increased. To that end, Boeing is also embarking on an initiative to provide added support ("enablers") for its IPT and Supplier Management personnel to be successful in developing and implementing acquisition strategies that provide subcontracts to small business concerns. This "Enablers for Success" initiative in FY02 will focus on the following areas:

- Leverage existing operating and strategic planning processes and approvals to include consideration of diverse suppliers in acquisition strategies
- Greatly improved internal communication of the FY02 CSP initiatives, tools, command media changes, etc to IPTs and SM&P
- Supplier Diversity training provided to 100% SM&P personnel, 100% Business Unit Leadership Team
 executives, 100% of key IPT leaders on selected DoD programs
- Top-down goal dissemination, including personnel performance, as deemed appropriate by each Business Unit, leveraging off of existing practices such as balanced scorecard
- Improved internal resources and aids to IPT and SM&P personnel such as market research information, information systems, templates and tools for diverse supplier sourcing
- Improved, meaningful internal celebration (rewards, recognition) across Boeing for individuals and teams that create significant and/or innovative advancements in creating diverse supplier opportunities within Boeing

Supply Base Management System Enhancements

The purpose of the proposed Boeing Supply Base Management System Enhancements is to create, manage and make available a single source of common information to all users on past, current and potential future suppliers. Currently, a central system is not available that can provide basic supplier information required across the enterprise. Many separate databases have been established to provide

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user groups with a select set of information. The planned enterprise-wide supplier database will include all Boeing suppliers and associated data elements to satisfy the needs of users.

The system shall become the single entry point for suppliers into the Boeing systems. The suppliers will maintain their supplier profile information. Once the data is organized, users, based on security criteria, can then easily access the data to support their business needs. Boeing users will be able to request reports with information to prepare business unit and company SDP performance documents. The requirement to allow suppliers the capability to update some of their own data can help ensure higher data integrity.

To protect sensitive supplier data and to prohibit inappropriate disclosure of unauthorized third parties, controls will be established by specific data type, consistent with Company data disclosure policies and existing proprietary information agreements with each supplier.

<u>Joint Strike Fighter Supplier Diversity Strategy</u> – (To be included as an addendum to the FY 2002 CSP upon contract award decision)

19. PERFORMANCE RATING SYSTEM

Successful execution of this program will be measured based on both objective and subjective measures developed by the Boeing/DCMA Integrated Process Teams (IPT) and introduced for the first time in this FY 2002 Plan.

Rating Boeing's performance will be a three-part process. This rating will be provided annually with an interim assessment provided at six months to permit the collaborative development of any necessary corrective action plans. Measurement criteria will be based on:

- Accomplishment of goals (Quantitative)
- Performance, in outreach, advocacy training, special emphasis and industry categories (Qualitative)
- Performance improvement achieved (Quantitative)

This approach has evolved as a partnership between the U.S. Government and Boeing to work together toward mutual goals of furthering opportunities for all. It is not only possible, but represents the most proactive engagement that exists today. Details of how this performance rating system will operate are provided in Exhibit E.

(Exhibit E. Boeing Performance Rating System)

20. CORPORATE ADMINISTRATIVE CONTRACTING OFFICER PROGRAM ASSESSMENT AGREEMENT

Boeing's acceptance of the negotiated plan goals is predicated upon Government recognition that the goals represent extremely aggressive targets in light of the current business environment and the Boeing forecast of subcontracting activity for 2002. Statutory and regulatory requirements that govern these subcontracting plans include minimum goals for DoD prime contractors. The Company's performance will continue to be measured based upon fulfillment of the fundamental statutory and regulatory requirement to ensure qualifying entities are provided maximum practicable opportunity to participate in contract performance consistent with efficient performance."



20. APPENDIX

COMPREHENSIVE SUBCONTRACTING PLAN DISTRIBUTION LIST

Boeing Aerospace Operations Supplier Management & Procurement Managers

Company Administrative Contracting Officer (CACO) - Seattle

Company Vice President - Engineering

Defense Contract Management Agency (DCMA), Seattle - Assistant Director of Small Business

Designated Procuring Contracting Officer

Directors of Contracts

Directors of Facilities

Directors of Supplier Management & Procurement

Military Aircraft & Missiles Systems Group Program Managers

Military Aircraft & Missiles Systems Group Senior Vice President - Contracts

Military Aircraft & Missiles Systems Group Supplier Management & Procurement Managers

Phantom Works Supplier Management & Procurement Managers

Principle Administrative Contracting Officer

Shared Services Group Program Managers

Space & Communications Group Program Managers

Space & Communications Group Senior Vice President – Contracts

Space & Communications Group Supplier Management & Procurement Managers

Supplier Diversity Managers & Specialists



21. EXHIBITS

EXHIBIT A

APPLICABLE REGULATIONS

Boeing DoD Comprehensive Small Business Subcontracting Plan has been prepared in accordance with FAR Part 19.7, "The Small Business Subcontracting Program"; the DFAR, Subpart 219.7, "Subcontracting with Small Business, Small Disadvantaged Business and Women-Owned Small Business Concerns", Subpart 219.71, "Pilot Mentor-Protégé Program", DFAR 226.70, "Historically Black Colleges and University and Minority Institutions"; and DFAR 252.219-7004, "Small, Small Disadvantaged and Women-Owned Small Business Subcontracting Plan (Test Program)".

DFAR 226.1 "Indian Incentive Program" authorizes contractors that have comprehensive subcontracting plans to participate in the DoD Indian Incentive Program. Therefore, FAR 52.226-1, "Utilization of Indian Organizations and Indian-Owned Economic Enterprises" is hereby incorporated into all active DoD prime contracts at Boeing.

In accordance with DFAR 219.708, "Solicitation provisions and contract clause" the following regulations are considered not applicable to this plan: FAR 52.219-9, "Small Business Subcontracting Plan"; FAR 52.219-10, "Incentive Subcontracting Program"; FAR 52.219-16, "Liquidated Damages - Subcontracting Plan"; and DFAR 252.219-7003, "Small, Small Disadvantaged and Women-Owned Small Business Subcontracting Plan (DoD Contracts)"; and DFAR 252.219-7005, "Incentive for Subcontracting with Small Businesses, Small Disadvantaged Businesses, Historically Black Colleges and Universities, and Minority Institutions".

Consistent with Section 402 of the U.S. Small Business Administration Reauthorization and Amendment Act of 1990, Public Law 101-574, Liquidated Damages, *shall not* apply to the test program. DAR Case 90-336 dated March 4, 1991, deletes DFAR 252.219-7016 and the application of liquidated damages to the test program in accordance with the public law.



EXHIBIT B

BOEING BUSINESS UNIT POINTS OF CONTACT AND PURCHASING LOCATIONS

COMPANY SDP			
Nicholas Sena	Supplier Diversity Programs Director	425-717-7347	nicholas.sena@boeing.com
MILITARY AIRCRAFT AND	MISSILES SYSTEMS		
Gary Eisenhart	St. Louis, MO	314-232-4242	gary.j.eisenhart@boeing.com
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Dean Yonemoto	Long Beach, CA	562-496-7332	dean.s.yonemoto@boeing.com
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Mel Chinn	Kent, WA	253-773-9152	melvin.chinn@boeing.com
Kerry McMahan	Kent, WA	253-773-5115	kerry.mcmahan@boeing.com
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Brenda Quinn	Renton, WA	425-477-5013	brenda.c.quinn@boeing.com
Lynda Scarborough	Wichita, KS	316-526-3927	lynda.l.scarborough@boeing.com
Elaine Clemens	Philadelphia, PA	480-891-7497	elaine.l.clemens@boeing.com
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Julie Bond	St. Louis, MO	314-233-0666	julie.a.bond@boeing.com
SHARED SERVICES GROU	<u>JP</u>		
Sandra Sanders	Renton, WA	253-657-8002	sandra.a.sanders@boeing.com
Sande Edmonson	Long Beach, CA	562-384-2357	sandra.edmonson@boeing.com
SPACE AND COMMUNICA	TIONS		-
Barbara A. Taylor	Anaheim, CA	714-762-4111	barbara.a.taylor2@boeing.com
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Henry Hopkins	Seabrook, MD	301-464-7415	henry.r.hopkins@boeing.com
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Becky Martin	Huntsville, AL	256-461-3933	becky.martin@boeing.com
Ronnie Eddleman	Huntsville, AL	256-461-3098	ronnie.eddleman@boeing.com
Deborah Schwartz	Anaheim, CA	714-762-4167	deborah.schwartz@boeing.com
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Anthony McCoy	Richardson, TX	972-705-8100	tony.mcoy@boeing.com



EXHIBIT C

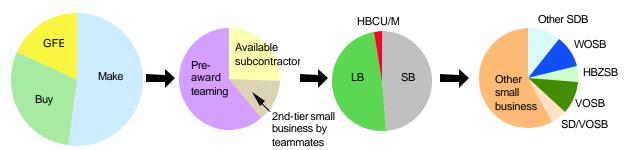
INDUSTRY CATEGORY DEFINITIONS

- 1. Software design and development is the purchased analysis of system and subsystem requirements for software design, development, analysis, implementation and test of software programs for operational system simulators, and flight and engineering testing environments. Software development is defined as new software technologies, processes, tools, and techniques, to build information systems per U.S. government specification and requirements.
- 2. Third Party Kitting and Integration provide services to coordinate purchased parts, tools, etc. into packages to facilitate lean manufacturing. It may also include supply chain management; expediting and coordination to assure kits arrive on the Boeing assembly floor "just in time". It provides a direct supplier delivery method for production parts/material to point of use staging areas, including responsibility for the following:
- Acquisition (interpreted as follow-up and likely only applicable to limited types of parts/material)
- Receipt
- Storage (as required)
- Logistics Management of inbound supply
- Disbursement to the production point-of-use staging area
- 3. Engineering studies and analysis includes purchased engineering services including engineering design and engineering studies, technical assistance, wind tunnel testing, and laboratory analysis



EXHIBIT D

NOTIONAL PORTRAYAL OF AUGMENTED REPORTING



Abbreviations:

HBCU/MI historically Black colleges and universities/minority institution HUBZSB historically underutilized business zone LB large business SB small business SDB small disadvantaged business SD/VOSB service-disabled small business VOSB veteran-owned small business WOSB women-owned small business

Note: The above notional portrayal represents how supplemental information pertaining to performance on selected major DoD programs will include performance after certain items are excluded from the subcontract base, e.g., pre-award teaming agreements, court settlements and government/customer directed or sole source items. Second-tier subcontracting to small business concerns by major subcontractors will also be shown. This supplemental information will better convey the context in which small business subcontracting opportunities are available on these selected programs.



EXHIBIT E

BOEING PERFORMANCE RATING SYSTEM

Boeing's performance in meeting the FY02 CSP will be rated using the system described below. This approach was developed by the Boeing/USG Joint IPT and leverages off of concepts contained in SBA award criteria, Mr. Aldridge's 16 May 2001 memorandum to all Defense Agencies, and the color-coded ratings provided under the Contractor Performance Assessment Report System (CPARS) and already in use in Boeing's business units' "balanced scorecards". DCMA will assess Boeing's performance annually. At six months, an interim assessment will be conducted based on actual performance in the first six months and goal attainment projections for the remaining six months. This interim assessment will be part of a collaborative meeting to discuss any improvement areas and develop specific corrective action plans. All elements of the FY02 CSP will be assessed.

There are three performance categories to be rated in each of the targeted areas of the FY02 CSP (i.e. SB, SDB, WOSB, HBZSB, VOSB, SD/VOSB and HBCU/MI):

- 1. Performance to negotiated goals. Metric: Percent of adjusted subcontracted dollars
- 2. Performance in outreach, advocacy, training and other special emphasis areas, including industry categories. Metric: Subjective determination by DCMA of Boeing performance to initiatives contained in the FY02 CSP
- 3. Improvement in performance based upon agreed-to improvement for each year of the "forward look". Metric is the percent change from the baseline year of FY00.

A rating will be developed for each of the targeted areas using the performance rating colors and definitions shown below. DCMA's total assessment of Boeing's performance will be based on a straight average of Boeing's performance in each of the targeted areas.

Blue = Exceptional = All 3 performance categories exceed goals

Purple = Very Good = 2 of the 3 performance categories exceed goals and one either meets the goals or has an agreed-upon improvement plan

Green = Satisfactory = All 3 performance categories either meet goals or have agreed-upon improvement plans

Yellow = Marginal = Any of the 3 performance categories does not meet goals and does not have an agreed-upon improvement plan

Red = Unsatisfactory = 2 or more categories do not meet goals and have no agreed-upon improvement plans

A depiction of the rating system and a roll up sample performance roll up is presented as Exhibit E.1.



EXHIBIT E-1

Performance Rating System or COLORS

- BLUE Exceptional
 - > All 3 categories exceed goals
- PURPLE Very Good
 - 2 categories exceed goals and 1 either meets goals or has an agreedupon improvement plan
- GREEN Satisfactory
 - > All 3 categories either meet goals or have agreed-upon improvement plans
- YELLOW Marginal
 - Any category does not meet goals and does not have an agreed-upon improvement plan
- Red Unsatisfactory
 - 2 or more categories do not meet goals and no agreed-upon improvement plans

Sample Performance Roll Up

Small Business Concerns	Rating	Value
Small Business	Purple	3
SDB	Red	0
WOSB	Green	2
HBCU/MI	Blue	4
HUBZone	Yellow	1
Veteran	Yellow	1
SD Veteran	Yellow	1
TOTAL	Yellow	1.7

Data is notional

ATTACHMENT 8

MILITARY UNIQUE ITEMS (Per H-031 FAR FLOWDOWN REQUIREMENTS)

For the purposes of the H-031 clause, the following components/parts have been identified as Military Unique

Commodity

AIRFRAME:

Troop Door Air Deflector

Centerline, Sidewall and crew rest seats Floatation Equipment Deployment System (FEDS)

AIRCRAFT SYSTEMS:

OBIGGS Compressor

UARRSI (excludes Vought's UARRSI skin panel)

AVIONICS & FLIGHT CONTROLS:

LRUS (UHF, IFF, SKE)

AIRCRAFT RESCUE FIRE FIGHTING (ARFF) STATEMENT OF WORK

In accordance with AFMCI 91-101, Chapter 3, ARFF Services requirements, ARFF equipment waiver dated 20 March 1998 (signed 05 May 1998), and NFPA 403 standards, Boeing has developed the SOW stated below:

- 1. BOEING shall ensure that at least 7300 gallons as specified in NFPA 403 are immediately available for C-17 takeoffs, landings, and all other airfield operations related to the C-17.
- 2. BOEING shall ensure that at least 3 trained and properly equipped firefighters are immediately available for C-17 take-offs, landings, and all other airfield operations related to the C-17.
- 3. BOEING shall ensure the first ARFF vehicle shall arrive on the scene of the aircraft incident within 2 minutes (with no advanced notice) and within 1 minute (with advance notice) and that additional vehicles shall arrive at intervals of not more than 30 seconds each.
- 4. BOEING shall ensure that the foam load per ARFF vehicle can be discharged in less than 2 minutes but not less than 1 minute.
- 5. BOEING shall ensure that one (1) Combined Agent Vehicle (CAV), as defined in AFMCI 91-101, is available on a dedicated and continuous basis (24 hrs 7 days/week) for all contractor ramp activity associated with the assembly and test of C-17 production aircraft.
- 6. BOEING shall ensure that a sufficient number of trained firefighters are continuously available for all contractor ramp activity (24 hrs 7 days/week) associated with the assembly and test of the C-17 production aircraft.
- 7. BOEING shall ensure all vehicles and personnel are adequately equipped (including protective clothing, SCBA, radio equipment, etc.) to perform their function as intended and that this equipment will be in compliance with AFMCI 91-101.
- 8. BOEING shall ensure that all Fire personnel associated with C-17 ARFF service are trained and proficient in aircraft familiarization, egress, aircrew extrication, operation of Flotation Equipment Deployment System (FEDS), use of Self Contained Breathing Apparatus (SCBA), and first aid. This training will be in support of AFMCI 91-101, Chapter 3.
- 9. In conjunction with the Air Force, BOEING shall ensure all personnel associated with the C-17 ARFF service received live fire training in support of AFMCI 91-101, Chapter 3. When an authorized live fire training facility is not available and / or regulatory agencies prohibit live fire training, BOEING shall develop an alternate training method with the approval of the GFR. This training shall emphasize turret / handline operations and fire fighting tactics.
- 10. BOEING shall submit Disaster Preparedness and Exercise Evaluation Report and a Crash Fire Rescue Training Plan. These reports shall be included in the Data Accession List.

- 11. Support the hazardous operations of the C-17 production and ramp activities. There are eleven (11) hazardous operations designated by the government flight representative (GFR) that will require ARFF standby prior to the commencement of the operations and ARFF presence through the entire processes. The eleven (11) hazardous operations are as follows:
 - a) APU first start or replace (one per aircraft)
 - b) Breach of fuel system
 - c) Engine runs
 - d) Flight and taxi test
 - e) FEDS installation
 - f) Fueling/Defueling, Fuel Sump/Draining
 - g) Fuel filter installation
 - h) LOX purging/servicing
 - i) Open fuel tanks
 - j) Spray painting (standby or permit)
 - k) Hot work-solder, heat-gun, heat lamp, etc.

ARFF services may also be required under other needed circumstances.

12. The following table provides additional SOW details.

REF.	TITLE	REQUIREMENT	RESPONSE
CH-1 91-101	Overview	Applies to Government	See Attachment
CH-2	Airfield and Heliport Requirements	AFMCI 91-101	Contractor Facilities in Long Beach are adjacent to the Long Beach Municipal Airport which is in compliance with FAA Regulation - Part 139 which addresses certification and operations of Land Airports Serving Certificate Scheduled Air Carriers Operating Large Aircraft. The baseline requirement for AFMCI 91-101 is extracted from this and other regulations is not responding to Chapter 2 AFMCI 91-101.
CH-3	Minimum ARFF Requirements	Three (3) vehicles plus one (1) Combined Agent Vehicles with capabilities as noted in NFPA 414 and AFMCI 91-101, Chapter 3	BOEING shall lease one (1) class V vehicle with a minimum water capacity of 4000 gallons for at least 10 months. BOEING shall purchase one (1) class IV vehicle with a minimum water capacity of 3000 gallons to replace the temporarily lease vehicle. BOEING currently has one (1) class IV Combined Agent Vehicle (CAV). With the addition of these vehicles, the combined capability of BOEING and Long Beach Fire Department (LBFD) will be in compliance with NFPA 403, Chapter 3.
CH-3 3.4.3	Foam Dispensing Rate	Foam must be discharged in less than 2 minutes but not less than 1 minute.	BOEING/LBFD capability shall comply.
CH-3 3.3.3	Response Time	With no advance notice first ARFF vehicle must be at crash site within 2 minutes: with advance notice this becomes 1 min. Additional vehicles must arrive at intervals of not more than 30 sec each.	BOEING shall comply. This will require one (1) vehicle placed adjacent to the runway during airfield operations.
CH-3 3.4	Approval of Vehicles	All vehicles intended for ARFF operations must meet the overall performance requirements of NFPA 414 and AFMCI 91-101.	A fire protection manager or specialist shall provide manufacturer's specifications.
CH-3 3.4.7	Vehicle Communication Equipment Requirements	Vehicles must be able to communicate with the control tower, with each other, and with the Contractor provided radio facility.	BOEING shall comply and identify all equipment. BOEING shall also demonstrate capability upon request.
3.5 Table 3.1	ARFF Vehicle Staffing	Each ARFF vehicle must be staffed with a minimum of three	BOEING shall ensure each ARFF vehicle is staffed with at least 3 qualified firefighters during flight operation.

2.5		(2) qualified firefields	
3.5 Table 3.1 (continued)		(3) qualified firefighters. All emergency response personnel must wear approved	BOEING shall ensure that all emergency response personnel shall wear the appropriate protective clothing.
		crash fire fighting protective clothing.	
		All assigned firefighters must be trained in rescue operations.	BOEING shall ensure that all firefighters are trained in rescue operations IAW the governing FAA regulations and Chapter 3 of AFMCI 91-101 and NFPA 1003.
		Any planned staffing reductions, when airfield operations are complete, must be documented and approved by the GFR.	BOEING shall provide a plan, approved by the GFR, for any staffing reductions when airfield and flight operation are complete.
3.5	Combined Agent Vehicles & Staffing Requirements	Provide one (1) vehicle and at least three (3) operating personnel. Vehicles must be class IV IAW NFPA 414.	BOEING shall ensure that one (1) Class IV vehicle manned with at least one (1) individual during flight/runway operations and sufficient individuals shall be immediately available for all ramp operations.
3.2	Joint Airfield Operations	Local operations may be used. However Contractor must supplement any deficiencies in equipment or personnel to ensure the requirements of AFMCI 91-101 are met.	BOEING shall establish an agreement with the Long Beach Fire Department (LBFD). BOEING and LBFD shall provide the necessary equipment and personnel to maintain a combined capability to ensure government assets are protected in concert with NFPA 403.
		When a mutual ARFF aid agreement exists with local operations, a comprehensive action plan must be developed and coordinated. The Contractor must evaluate these plans at least semi-annually and provide the GFR with written documentation of these evaluations.	The written agreement with LBFD, to include response plans plus operational command and control arrangement, shall be provided. BOEING shall exercise and evaluate ARFF response capability at least semiannually to ensure no jurisdictional, legal, or operational impediments exist to a timely response in an aircraft emergency. BOEING shall provide the Government Flight Representative (GFR) written documentation of these evaluations.
3.6	ARFF Personnel Training and Qualification	Contractor must establish a training program to ensure personnel are qualified and competent and submit procedures for implementing this training to the GFR for annual review	BOEING shall ensure all ARFF personnel receive competent training in aircraft fire protection and services. The procedures for implementing this training shall be provided annually to the GFR for review.
3.6	Extraction Exercises	Aircraft crew extraction exercises must involve personnel appropriately equipped and familiar with aircraft operational and emergency procedures. Extraction exercises must not be conducted in hangers or other restricted access locations. Aircraft engines must not be in operation.	BOEING shall ensure aircraft extraction exercises are realistic and personnel on board the aircraft have a full compliment of flight equipment and are familiar with aircraft operational and emergency procedures. Aircrew members shall be used whenever possible. All exercises shall be conducted in open areas with all engines off. In addition training shall emphasize evacuation from all aircraft compartments and the protection of the associated evacuation exits and exit ways.
3.6	Training Program	Contractor shall establish a training program for aircraft familiarization and rescue procedures IAW T.O. 00-105E-9 and in concert with NFPA 1003, and NFPA 402. Specific activities shall be performed and recorded monthly, quarterly, and semiannually as stated in AFMCI 91-101. All training must be documented using a system approved by the GFR	BOEING shall develop a comprehensive training and evaluation plan IAW the stated regulations. Some of this training and evaluation shall be conducted at the Contractor facilities and some shall be provided by Air Force personnel. The procedure employed for documenting the training shall have GFR approval. As a minimum the following activities shall be conducted: 1.
			Familiarization and Operation Of Assigned CAV / ARFF

	Vehicles Self Contained Breathing Apparatus (SCBA) Fire Fighting Techniques Associated with explosives and munitions On and Off Facility ARFF Responses and Preplanning for Aircraft Emergencies Emergency First Aid Fire Ground Management / Supervision tactics, fire fighting strategy and Methodologies and Command and Control of ARFF Forces, and large frame Aircraft fire fighting methods and tactics. Fire Protection Communications Annually Live Fire Training.
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MBD Consideration Task Descriptions

18 Mar 2003

TASK DESCRIPTIONS

Task 1 - Delivery of Legacy CAD Models(Non MBD, Non CAD Drawings):

The Contractor shall deliver neutral format Computer Aided Design (CAD) released legacy models with log and metadata files. Legacy is defined as files released prior to incremental delivery. The method of media transfer shall be disk drive. Any breakage, currently estimated to be 400 models (about 0.5%), shall not be recreated or redelivered. A conversion plan and test methodology shall be developed by the Contractor and Government team. Test evaluation shall be done on 25 files, only. Should a problem exist in the test evaluation phase the Contractor shall continue to allow access of these models via the UG native and neutral formats available through Part Structure Navigator (PSN).

Task 3 - Incremental Delivery of 3D Models (Non MBD, Non CAD Drawings):

3D model data shall be released in the current Unigraphics (UG) native version. The releases shall be extracted incrementally as neutral format files and delivered to the Government. This shall require the Government and the Contractor to mutually define and test the process. The Government is ready to accept the data as soon as the process is defined, tested, and proven acceptable to the Government and the Contractor. Log and Metadata for these files shall also be delivered. Should a problem exist in the test evaluation phase the Contractor shall continue to allow access of these models via the UG native and neutral formats available through PSN. The Contractor is not responsible for Government infrastructure and capacity issues that may arise with the transfer of this data.

Task 4 - Warner Robins (WR) - ALC Portal Concept:

The Warner Robins ALC C-17 Technical Data Portal Interface Specification (TDP) dated February 26, 2003, specifies the changes necessary to the PSN and to the existing Portal at the Government's facility necessary to integrate the PSN with the Government's Portal. The Contractor shall work with the Government and provide Portal Access to the PSN per the requirements defined in the TDP. The Contractor is responsible for the required changes to PSN and is not responsible for the efforts of any third party participating in the TDP portal development.

Task 5 - Part Structure Navigator (PSN) Training for Government:

The Contractor shall develop training material and then travel to Government locations on two trips to train the Government trainers. These trips shall constitute training for up to 50 individuals (a maximum of 25 per class). The Contractor shall provide the initial training material and provide the Government the ability to reproduce and copy the training material. Future training support from the Contractor shall constitute an over and above requirement to this agreement. The Contractor shall provide changes to the training material as the PSN is enhanced and make the revised training material available on line via PSN. Support of PSN shall continue through the life of this contract and support of other contracts is not included in this agreement. After the initial training, telephone support shall be provided Mon - Fri during normal business hours (PST) not to exceed an hour a week for the duration of this contract.



The Contractor shall develop a PSN Identification (ID) application and access control procedure document which shall be made accessible to the Government via PSN. This document shall not address networking issues outside the scope of PSN, such as Virtual Private Networks (VPNs). The Contractor shall provide the PSN mechanism that allows the Government to control what files their suppliers can have access to, without coming back to the Contractor. The Government shall then communicate back to the Contractor that access was granted and the Government shall process any changes to the access lists, as required. The Government shall ensure and guarantee that any Contractor and Contractor's Supplier limited rights data properly marked on the drawing and its associated lists, shall not be given out to Government suppliers. Government Supplier PSN Access ID's shall be processed through the Contractor's Intellectual Properties.

Task 7 - Provisioning Parts List (PPL) Delivery:

The Contractor shall deliver PPLs for all delivered aircraft to include: System Model Number, indenture level, part/assembly number, CAGE code, part/assembly name, quantity per aircraft (A/C), and Source, Maintenance and Recoverability (SMR) Code in machine readable format. The Contractor shall deliver a single PPL for all delivered aircraft and support equipment. The PPL shall be updated quarterly until Mar 31 2004. The method of delivery shall be via the Contractor PSN to the Government.

Task 8 - Unincorporated Type 2 Engineering Order (EO) Status Report:

The Contractor shall deliver a monthly EO summary status for which the Contractor has design authority, to the Government, showing a break down of how many Type 2 EO's are outstanding, versus quantity of drawings. This report shall summarize the number of drawings that have outstanding Type 2 EO's against them. This report shall be delivered to the Government monthly via e-mail. Length of time a Type 2 EO is outstanding on the drawing shall also be provided with the monthly report. The format of this report shall be in the present existing Contractor formats.

Task 9 - Incorporation of Type 2 EO's:

Engineering drawing unincorporated Engineering Orders (EO's) shall be incorporated upon accumulation of five (5) EO's against any single drawing. However, all structural installation, all electrical installation, and all hydraulic tubing installation drawing unincorporated EOs shall be incorporated by the end of Jun 2004. Beginning in Jul 2004 and throughout the life of the production contracts, engineering drawing unincorporated EOs shall be incorporated upon accumulation of two (2) EOs against any single structural installation, electrical installation, or hydraulic tubing installation drawing.



<u>Task 10 - Vendor Part Number to Specification Control Drawing (SCD) Cross-Reference</u> <u>Matrix and Vendor/Catalog Part Number Listing:</u>

The Contractor shall develop a vendor part number to SCD cross-reference matrix report and vendor/catalog part number listing. This report and listing shall be for C-17 items that are referenced on Contractor drawings only and shall be in Contractor's Microsoft (MS) Excel format. The Contractor shall deliver one copy of this report and listing bi-annually via e-mail to the C-17 SPO EDMO under CDRL C9002 block 16. The content and delivery to the Government shall not require approval.

<u>Task 11 - One Time List to be used to Reconcile Joint Engineering Data Management Information Control System (JEDMICS):</u>

The Contractor shall deliver a list of Contractor drawings at the last incorporated change plus a list of all unincorporated Type 2 EO's outstanding against each drawing as recorded in the C-17 Product Requirements Inventory Management System (PRIMS). The Contractor shall only deliver a list in a flat text file (machine-readable). Any redelivery, redo, or change of the drawings or Type 2 EO's shall be considered an over and above requirement to this agreement.

Task 12 – Undimensioned Drawings:

The Contractor shall deliver to the Government, stable-based, reproducible copies of Undimensioned Drawings with active configurations having C-17 Program effectivity. Delivery shall be in accordance with the C-17 Delivery Requirements for Stable-Based Reproducible Copies of Original Mylar Undimensioned Drawings document. This shall not include delivery of any active production Undimensioned Drawings or individual sheets of said drawings, which have been produced in or converted into digital format suitable for manufacturing/production purposes. All Production Integrated Circuit Boards, Printed Circuit Boards and Nameplates (Markers, Identification Plates, Labels, etc.) shall also be excluded. This reproduction activity shall be a one-time event performed at the end of the C-17 Production Program, assumed to be no earlier than July 2008. Prior to the reproduction activity, the Government shall notify the Contractor, if less than 100% of the applicable reproducible copies are required. The Government agrees that out of tolerance originals that receive a Contractor's Engineering acceptance stamp shall be suitable for use in creating the deliverable copy. These copies shall be grid checked by the Contractor, prior to shipping and shall be suitable for reproducing accurate Undimensioned Drawings on stable based material for manufacturing purposes. After receipt of the stable based Mylar reproductions, the Government shall be responsible for maintaining the stable based Mylar's in such a way as to ensure the dimensional integrity of the Mylar's. The Contractor shall deliver a complete list of Undimensioned Drawings identifying whether the sheets are digital or mylar.

<u>Task 13 - Government Notification of Contractor Drafting Requirements Manual (DRM) changes:</u>

The Contractor shall provide notification to the Government of changes to the DRM. This notification shall be via e-mail in a Contractor defined format. This notification is provided as a courtesy with no approval required by the Government. When changes to MBD engineering disclosure or data set elements are being anticipated, the Contractor and the Government shall team together to evaluate the change and make a joint decision. The Government does have veto rights on changes to the DRM or Engineering Technical Operating Procedures (ETOP's) that

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affect MBD engineering disclosure or data set elements. Disagreements on proposed changes shall be resolved by the C-17 System Program Director and Contractor C-17 Program Manager.

Task 15 - Viewer and CAD Licenses:

The Contractor shall provide the Government with 10 Viewer licenses in the year 2003, 5 additional Viewer licenses shall be provided for each of the next two years, as required, for a total of 20. The Contractor shall provide the Government with 2 CAD licenses in the year 2003 and one additional CAD license for each of the next three years, as required, for a total of 5. All licenses are identified prior to procurement as either concurrent (floating) licenses that can be served out to multiple locations or node locked (machine specific) licenses.

A Viewer license is defined as VisView Professional (PRO) with Production Manufacturing Instructions (PMI). A CAD license is defined as Unigraphics Advanced Design Bundle which includes UG native to neutral format conversion capabilities. An annual Contractor / Government joint review shall be conducted to determine the need for additional licenses each year. The Contractor shall provide the coverage for the annual maintenance cost for all licenses for four years only, from year 2003. Loading of the software onto the Government systems shall be the responsibility of the Government.

Task 16 - MBD Training and Support for Government:

The Contractor shall provide on-site training at appropriate Air Force domestic locations to be determined. The Contractor shall train the Government on the Contractor's internal MBD procedures, which have been developed to facilitate MBD implementation. Copies of the training material shall be made available to the Government. The Contractor shall provide the equivalent of sixteen 2-day training visits spread through 2008, at a schedule agreed to by the Government.

Task 17 - Technical Support for MBD:

The Contractor shall provide telephone support Mon - Fri during normal business hours (PST) not to exceed an hour a week through 2008. The MBD Technical Support phone number shall be posted on the PSN and on the C-17 MBD website.

Task 18 - MBD Interpretation Document:

The Contractor shall create an MBD Interpretation Document (17M9Y1004). This document shall show how the Contractor provides full MBD design disclosure that is suitable for manufacturing, production, and inspection purposes. The intent is to give the user a guidebook of how to use and interpret an MBD data set. The Government is not required to approve the MBD Interpretation Document, however the Government shall be given the opportunity to review and comment. The Contractor shall make this document available to the Government via PSN. A reference to the MBD Interpretation Document shall be provided via the general notes of all released MBD data sets. This note shall be provided on a go forward basis for all newly released MBD data sets or at the next revision for all existing MBD data sets.



18 Mar 2003 5

Task 19 - PSN Batch Processing:

The Contractor shall provide the Government PSN users access to batch processing capability. The Government PSN users can select CAD model data during an "on-line" PSN session and identify these models for batch processing. The selected data shall be processed in batch and the results shall be accessible via the PSN. Metadata shall be included for these files. This capability shall continue as long as the Contractor's PSN is operational.

Task 20 - PSN Continuous Access:

"Continuous Access requirements" is recognized as having an 8-hour limited availability on each Sunday. There are also periodically scheduled periods for which the PSN is not available.



F33657-02-C-2001 P00015

Section J Attachment 12

"TCAS Overlay" Statement of Work (SOW) 29 September, 2003

INTRODUCTION: As a result of C-17 Formation Flying Capability AMC/CV Briefing on 23 September 2003, the "TCAS Overlay" solution was recommended by AMC/CV for immediate development and implementation, effectivity of P-125.

APPROACH: Boeing shall develop, integrate, test, and validate the required aircraft wiring changes and software modifications (MC/CIP, COSA CCU, and IRMS CCU) for implementation of the "TCAS Overlay" solution. Government is responsible for frequency approval; the contractor shall support the approval meetings, TIMs, Whitepapers, and presentations.

PERIOD OF PERFORMANCE: 24 September 2003 to 20 May 2005

TASKS and REQUIREMENTS:

- 1) The "TCAS Overlay" solution shall be designed, developed, coded, integrated and tested to provide the following:
 - Separate pilot selections of
 - TCAS Broadcast Inhibit
 - IFF ATC ON and OFF
 - Enhanced TCAS / Normal 1
 - ◆ Add TCAS proximity warning of any TCAS reported target within the pilot selected proximity threshold when selected.
 - TCAS proximity warnings shall be aural annunciation only, no MFD proximity strobe indication shall be provided.
 - SKE proximity aural and visual proximity strobe shall be unaffected.
 - Normal TCAS non-formation operations, including annunciations and displays, shall be unaffected by the "TCAS Overlay" solution.
 - Requirements for suppression of TCAS annunciations will be determined and agreed to NLT System Requirements TIM.
- 2) Boeing shall provide technical support for the "TCAS Overlay" formation flying / frequency approval activities
- 3) Software development shall be to Software Development Plan 5.1 with the following exceptions:
 - There shall be one informal System Requirement TIM and one combined Software Requirement/Design TIM.

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Section J Attachment 12

"TCAS Overlay" Statement of Work (SOW) 29 September, 2003

- Walkthroughs shall be used for all occurrences that require a formal peer review.
- The "TCAS Overlay" solution Block 15 MC/CIP software shall be compatible with Block 13 and subs configured C-17s to include both the old & new Communication Systems (COSA and Legacy IRMS)
- 5) The contractor shall flight test a Block 13 and a Block 15 configured aircraft.
- 6) The contractor shall prepare the necessary TCTOs (commodities and aircraft) and retrofit of the "TCAS Overlay" solution shall be accomplished on T-1, and P-1 through P-124.
 - As part of this retrofit the contractor shall install AMLCD MFDs at the #2 and #3
 positions with USAF provided assets.

OFP CDRL DELIVERABLES:

OFP CDRLs, listed below, shall be delivered in accordance with the general provisions identified in the contract as they relate to the milestone events that the CDRLs are intended to support.

- Updated Computer Program Development Specification (CPDS) / Software Requirement Specification (SRS)
- 2) Updated Software Version Description (SVD)
- 3) Updated Computer Program Test Plan (CPTPL) / Software Test Plan (STP)
- 4) Updated Computer Program Test Procedure (CPTPR) / Software Test Description (STD)
- Updated Computer Program Product Specification (CPPS) / Software Design Description(SDD) / Software Product Specification (SPS)
- 6) Updated Computer Program Test Report (SPTR) / Software Test Report (STR)
- 7) Computer Software Product End Item

IMP/IMS:

1.	Requirements TIM	03-Oct-03
2.	S/W Requirement/Design TIM	16-Dec-03
3.	TRR	28-May-04
4.	PQT / FQT	30-Jun-04
5 .	F/T Complete	30-Jul-04
6.	FCA / PCA	18-Mar-05
7.	Close Out	20-May-05

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A. CONTRACT LINE	-					C. CATEGORY:					
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A. CONTRACT LINE	ITEM NO.		XHIBIT	d form to the Govern	C. CAT	EGORY:	Officer for the Contrac	01 TC T40. 1131	ed III bloc	JR L.	
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A. CONTRACT LINE		B. E :	XHIBIT		C. CAT	TEGORY:	TM	0	тыг	ER S	
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. (3) NOTE: MIL-W-25140B tailoring applies ONLY to the Detailed Actual Report. c. Block 9: Distribution authorized to US Government agencies only. Test & Evaluation 1989 Other requests for this document must be referred to ASC/YC(AVFS IPT). DESTRUCTION NOTICE - For classified documents, follow the procedures in DoD 5220.22-M, National Industrial Security Program Operating Manual, chapter 5, section 700, or DoD 5200.1-R, Information Security Program Regulation, chapter IX. For unclassified, limited documents, destroy by any method that will prevent disclosure of contents or reconstruction of the document. If space does not permit the use of the full											
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700, or DoD 52	00.1-R, Inform	nati	on Security P	rogram							
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Form Approved OMB No. 0704-0188

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A. CONTRACT LINE	ITEM NO.	B. E	XHIBIT			ΓEGORY:	emocrior and contract	1111011101	.00 111 210	OK E.	
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D. SYSTEM/ITEM C-17 PROD FOLLOV	V-ON		E. CONTRACT/P F33657-02-C-200			F. CONTI BOEING	RACTOR		HER IPSC		
1. DATA ITEM NO. A9026	2. TITLE O F DATA IT Software Version De		otion (SVD)			3. SUBTIT	LE				
4.AUTHORITY (Data Ac	quisition Document No.)		5. CONTRACT REFE	RENCE		•	6. REQUIRING C				
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A. CONTRACT LINE	ITEM NO.	d form to the Govern	C. CAT	ΓEGORY:									
D. SYSTEM/ITEM		Α	E. CONTRACT/P	D NO	TDP	F. CONTE	TM	ОТН	ER M	CCR			
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1. DATA ITEM NO. A9027	2. TITLE O F DATA IT Computer Software		uct End Itoms			3. SUBTITL	.E						
4.AUTHORITY (Data Ac			5. CONTRACT REFE	RENCE			6. REQUIRING OFFICE						
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16. REMARKS							BLK 16		- 5				
	e Ground Syst	_mc	and OST SE (Test			-						
	a. Air Vehicle, Ground Systems and O&I SE (Test Program Sets) CP/CPCIs as specified in individual												
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	lelivery requir						**ASC/YCCI						
the final soft		**Responsible	0	0	Х								
							IPT for PRP						
. (2) CP/CS	CIs shall be d	eli	vered in both	source co	de		**WR-ALC/LHR	0	0	Х			
and executable		**WR-ALC/LHE	0	0	Х								
provide suppor	t computer bat	ch :	files and/or	support			*WR-ALC/LYSRP	0	3	0			
computer progr	ams developed	und	er the PRP to	support									
the executable	O&I SE:												
target computer. It shall also provide intermediate								0	0	Х			
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)	ect code creat	ion	such as sour	ce code			**ASC/YCCI	0	0	Х			
	l maps, etc. No						**Responsible						
	non-executable			es is not			IPT for PRP	0	0	Х			
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sharr be in ac	cordance with	1.0	. 00-3-17.				*437 MXS/LGMVA	0	1	0			
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A. CONTRACT LINE ITEM NO.							EGORY:				
D. SYSTEM/ITEM		Α	E. CONTRACT/P	P NO	TDP	F. CONT	TM	ОТН	ER M	ICCR	
C-17 PROD FOLLOV	V-ON		F33657-02-C-200			BOEING					
1. DATA ITEM NO. A9027	2. TITLE O F DATA IT Computer Software	Produ	uct End Items			3. SUBTIT	LE				
4.AUTHORITY (Data Ad DI-MCCR-80700	equisition Document No.)		5. CONTRACT REFE SOW, Appendix 1	RENCE			6. REQUIRING (ASC/YCE (AV				
7. DD 250 REQ	9 DIST STATEMENT		. FREQUENCY	12. DATE OF FI	RST SUE	BMISSION	· · · · · · · · · · · · · · · · · · ·	ISTRIBUT	ION		
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description of	deliverables	sect	tion of the P	RP. The							
Government wil	l respond with	in (60 days if re	quired.			*BLK16b				
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. (b) Fo	or Test Program										
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Delivery shall											
object shall b	e delivered to	the	e user sites.								
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	or Air Vehicle)						
	ial delivery o										
concurrent with acceptance of the first aircraft for											
which the software has been fully qualified.											
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	reeable magnet NLT 15 days pr										
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c. * Block 14	Each CP/CSC	!I de	elivery shall	be							
accompanied by	a Software Ve	rsi	on Descriptio	n (SVD)							
document, CDRI	A9026.										
	.4: A copy of			shall be							
attached to th	e transmittal	let	ter.								
o Miggion Co	mouton OED /MC	מיזטו) Emulator Co	ftware and							
e. Mission Co Mission Comput	omputer OFP (MC										
-	specified in in			.1401							
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A. CONTRACT LINE ITEM NO.						CATEGORY:						
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A. CONTRACT LINE	ITEM NO.	B. E	B. EXHIBIT C. CATE				FEGORY:						
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D. SYSTEM/ITEM C-17 PROD FOLLOV	V-ON		E. CONTRACT/P F33657-02-C-200			BOEING	RACTOR						
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Form Approved OMB No. 0704-0188

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A CONTRACT LINE		C CAT	ECORY.	omeer for the contract								
A. CONTRACT LINE	HEWING.	B. E	XHIBIT		TDP	EGORY:	TM	OTL	IER IP	200		
D. SYSTEM/ITEM		A	E. CONTRACT/P	D NO	IDF	F. CONT		OII	IEK IF	30		
C-17 PROD FOLLOV	V-ON		F33657-02-C-200			BOEING	RACTOR					
1. DATA ITEM NO. A9029	2. TITLE O F DATA IT Interface Requirement		Specification			3. SUBTITI (IRS)	_E					
4.AUTHORITY (Data Ac			5. CONTRACT REFE	RENCE		(1110)	6. REQUIRING (OFFICE				
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16. REMARKS							AV-IPT	0	0	Х		
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A. CONTRACT LINE	ITEM NO.	XHIBIT		C. CAT	ΓEGORY:	Cincor for the Contrac		00 2.00					
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D. SYSTEM/ITEM			E. CONTRACT/P	R NO.		F. CONTRACTOR							
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1. DATA ITEM NO. A9030	2. TITLE O F DATA IT Interface Design De		tion (IDD)			3. SUBTIT	LE						
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16. REMARKS							AV-IPT	0	0	Х			
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A. CONTRACT LINE	ITEM NO.					EGORY: TM OTHER IPSC					
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A. CONTRACT LINE	ITEM NO.	B. E	XHIBIT		C. CAT	EGORY:	omeer for the contract					
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D. SYSTEM/ITEM C-17 PROD FOLLOV	V-ON		E. CONTRACT/P F33657-02-C-200			F. CONTI BOEING	RACTOR					
1. DATA ITEM NO. A9032	2. TITLE O F DATA IT Software Design De		tion (SDD)			3. SUBTITI	_E					
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A. CONTRACT LINE ITEM NO. B. EXHIBIT						EGORY:						
D. SYSTEM/ITEM		A	E CONTRACT/D	ID NO	TDP	TM OTHER IPSC F. CONTRACTOR						
C-17 PROD FOLLOV	V-ON		E. CONTRACT/P F33657-02-C-200			BOEING	RACTOR					
1. DATA ITEM NO. A9033	2. TITLE O F DATA IT Software Test Plan)			3. SUBTITI	_E					
4.AUTHORITY (Data Ac DI-IPSC-81438A/T		`	5. CONTRACT REFE SOW, Appendix 1	RENCE			6. REQUIRING O					
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A. CONTRACT LINE	ITEM NO.	XHIBIT	ed form to the Govern		ΓEGORY:	TM		ER IP					
D. SYSTEM/ITEM		A	E. CONTRACT/P	R NO.	IDF	F. CONT		OIII	LK IF	30			
C-17 PROD FOLLOV	V-ON		F33657-02-C-200			BOEING	MAG TON						
1. DATA ITEM NO. A9034	2. TITLE O F DATA ITE Software Test Repor		R)			3. SUBTIT	LE						
4.AUTHORITY (Data Ac	quisition Document No.)		5. CONTRACT REFE	RENCE			6. REQUIRING OFFICE						
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A. CONTRACT LINE	ITEM NO.		XHIBIT			EGORY:	omeer for the contides	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	04 5.00	ж 2.
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D. SYSTEM/ITEM C-17 PROD FOLLOV	V-ON		E. CONTRACT/P F33657-02-C-200			F. CONTI BOEING	RACTOR			
1. DATA ITEM NO. A9035	2. TITLE O F DATA IT Software Test Desc		n (STD)			3. SUBTITI	.E			
4.AUTHORITY (Data Ac DI-IPSC-81439A/T			5. CONTRACT REFE SOW, Appendix 1	RENCE			6. REQUIRING C ASC/YCE (AV-			
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. (2) Contr	actor format i	s a	cceptable.							
c. Blocks 10	, 12 & 13: De	liv	ery of the da	ta shall b	9					
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Change pages a	re acceptable	whe	n appropriate							
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	Distribution									
DoD contractor	-									
Other requests	shall be refe	rre	d to ASC/YCC.							
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Security Progr										
700, or DoD 52										
Regulation, ch										
documents, des										
disclosure of	contents or re	con	struction of	the						
document.										
. If space doe	s not permit t	he 1	use of the fu	.11						
statement, the	following may	be.	used:							
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A. CONTRACT LINE ITEM NO.		XHIBIT			EGORY:		0.711		
D. SYSTEM/ITEM	Α	E. CONTRACT/P	P NO	TDP	F. CONTI	TM	ОІН	ER M	<u> </u>
C-17 PROD FOLLOW-ON		F33657-02-C-200			BOEING	VACTOR			
1. DATA ITEM NO. 2. TITLE O F DATA IT Technical Manuals/	Comn	nercial Literature			3. SUBTITI See Blk 1				
4.AUTHORITY (Data Acquisition Document No.		5. CONTRACT REFE	RENCE			6. REQUIRING		٦.	
DI-M-6153/T 7. DD 250 REQ 9 DIST STATEMENT		SOW, Appendix 1 . FREQUENCY	12. DATE OF FIR	RST SUB	BMISSION	ASC/YC (AV/	ISTRIBUT		
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8.APP CODE D	11	. AS OF DATE N/A	13.DATE SUBSE SUBMISSION			a. ADDRESSEE		Final	
			В	LK 16			Draft	Reg	Repro
16. REMARKS						AV/FS IPT	0	1*	1*
a. Block 3: Partial Fligh	nt ai	nd Cargo Load	ing Manuals	5		418 FLTS/DOO	0	*	0
b. Block 4: DID is tailo	red a	as follows:				See BLK 16			
			_						
(1) Partial C-17 Test Team in contractor format using 2									
11-215 as a model.	-7 L L T /	c supprement	CO AFI						
									1
(2) *Exception: One Repro/Ca	amera	a Ready copy	for each						
	the following T-1 Partial Flight Manuals shall be								
delivered to ASC/YC (AV/FS)	tribution:								
. T.O. 1C-17A-1CL-1 87002	5 Pi	lots Tailored	Aircrew						
. Checklist									
. T.O. 1C-17A-1CL-2 87002	5 Loa	admasters Tai	lored Aircı	rew					
. Checklist									
ASC/YC through Government Pathese checklists using the									1
Flexible Sustainment handhe		=							
Paper) and distribute to the		•							
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<pre>(2) Draft change/supplement a specific flight/ground tex</pre>		=							
submitted no later than 2 we									-
unless otherwise approved by		-							
d. Blocks 14 & 15: Partia			Manuals						
consist of manuals listed be	STOM	:							<u> </u>
						TOTAL	0	1	1
G. PREPARED BY GERRY P. HOLLINGSHEAD		H. DATE 24-Apr-02	I. APPROVED B		GSHEAD	ı		ATE Apr-02	
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			N/A	SUBMISSION	LK 16						
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16. REMARKS											
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. Distributi	on 22 copies										
. *T.O. 1C-1	7A-1CL-1 87002	25 P	ilot's Abbrev	iated Flig	ht						
. Crew Check	list - Distri	but	ion *1 copies								
	7A-1CL-2 87002										
. Flight Cre	w Cheecklist -	Di	stribution *1	copies							
	A-5-1 870025 M		-								
. Weight Che	cklists - Dist	rib	ution 10 copi	es							
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1. DATA ITEM NO. A9036	2. TITLE O F DATA IT Technical Manuals/0		norcial Literature			3. SUBTITL See Blk 1					
4.AUTHORITY (Data Ac			5. CONTRACT REFE	RENCE		See bik i	6. REQUIRIN	IG OFFI	?F		
DI-M-6153/T	quisition Document No.)		SOW, Appendix 1	KLIVOL			ASC/YC (A)	
7. DD 250 REQ	9 DIST STATEMENT		. FREQUENCY	12. DATE OF FI	RST SUE	BMISSION	14.	DISTR			
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CDRL NOTES

24 April 2002

- 1. The data requirements are listed on the enclosed DD Forms 1423-1. These forms have been completed in consonance with DoD 5010.12M, and DoD 5010.12-L, Acquisition Management Systems and Data Requirements Control List (AMSDL).
- 2. The following processes apply to all CDRLs, except for those submitted with a DD Form 250:
- a. The contractor shall consider an item acceptable if no comment is received in writing within 45 days, unless a different time frame is noted in Blk 16 of the DD Form 1423-1.
- b. Unless otherwise noted on the DD Form 1423-1, data submittals that are disapproved/unacceptable by the Government, or approved/acceptable contingent upon revision, shall be revised and resubmitted within 30 days after receipt of the PCO letter/Formal Email or by the response due date stated in the PCO letter/Formal Email. This date will be the due date for the data resubmittal. If the contractor cannot resubmit by the due date and desires an extension, the SPO (ASC/YCC), shall be notified within eight (8) days after receipt of such letter. If an extension is not granted or agreed to before the original contractual due date passes, that due date shall remain in effect. Due date extension requests must include supporting rationale and shall be submitted by formal contracts letter or Email to ASC/YCC. The SPO will respond to such requests in a timely manner. (A goal of eight (8) days after receipt of request has been established.)
- c. If there are discrepancies noted upon receipt of the data, the SPO has the right to disapprove the document via PCO letter/Formal Email and request a resubmittal (DFAR Clause 252.246 7001).
- 3. Boeing contracts may request an extension on Request for Proposals (RFPs) dates via email with supporting rationale. SPO contracts will evaluate and respond via email (to include rationale in the event of nonconcurrence). The SPO and Boeing Data Management Offices must be included as addressees on all such emails. Requests for corrected proposals (C1s/R1s) must be accomplished via formal mail by SPO contracts. Boeing should resubmit within 30 days.
- 4. Schedule flow times specified in Blocks 12 and 13 are shown in calendar days unless otherwise stated on the DD Forms 1423-1. Data with a CDRL submittal date which falls on Saturday, Sunday or a legal holiday shall be due on the first following work day. If a Block 14 addressee, exempt from electronic submittal, does not receive data due them, the contractor shall mail a duplicate set immediately upon written notification (email) from the Data Management Officer.
- 5. The contractor is considered delinquent when a data submittal is not received on the

day it is due.

- 6. The complete electronic mailing addresses of any data recipient can be located on the Electronic CDRL Distribution Address List. If discrepancies are noted between the CDRL and the Addresses, ASC/YCC(DMO) should be notified. ASC/YCC(DMO) may authorize current address changes via electronic mail pending contract modification.
- 7. When a scheduled deliverable required by Block 13 of DD Form 1423-1 has no changes since the last scheduled submittal, a -letter will be sent. Paragraph 1 of this letter should state "there have been no changes/updates since the last scheduled submittal".
- 8. Reserved.
- 9. Reserved.
- 10. Reserved.
- 11. Reserved.
- 12. Software Data Delivery Requirements
- a. Definitions in DFARS 252.227-7014 Rights in Noncommercial Computer Software and Noncommercial Software Documentation (JUN 95) applies to the terms used in the following requirements. Deviations from the requirements shall be documented in the individual Project Requirement Plans (PRPs).
- (1) For the portions of computer programs developed exclusively with the Government funds the Contractor will provide computer software, computer databases, and computer software documentation as applicable.
- (2) For computer programs developed at private expense the Contractor will provide computer software documentation, computer databases, and imbedded and/or object code listing as applicable. The contractor shall notify the PCO if object code listings are not available.
- 13. Use of Magnetic Media. In order to simplify the entry remarks in Block 16 of the DD Form 1423-1, the following notes are employed throughout the CDRL by reference, i.e., "Use of Magnetic Media Applies (see CDRL Note 13)." This note is intended to apply only to Computer Program Configuration Item (CPCI) CDRL data. When employed, Block 16 may further clarify requirements on the use of magnetic media as it applies to a specific DID.
- a. The contractor may request approval for the use of magnetic media, on a CPCI by CPCI basis, via facsimile to the CDRL OPR. SPO will respond within 30 days after receipt of request via contractual letter. Specific CDRLs may limit the applicability of magnetic media as specified on the DD Form 1423-1. However, in general, only textural portions of documents that readily lend themselves to electronic media (as specified herein) will

be considered (e.g., source listings, PDL, automated portions of test plans/procedures/results). SPO concurrence to submit particular portions of this data on magnetic media for specific CPCIs shall be provided once for this CDRL and will not require individual approval for subsequent submittals.

- b. The contractor shall include the following information in the request for approval.
- (1) Identification of the specific portions of the DID, by paragraph or content, to be submitted on magnetic media.
- (2) Which form of physical media, from the specified options, will be used? An estimate of the on-line storage required for the magnetic media data, for both compressed and uncompressed form, shall be provided.
- c. Source code delivered on magnetic media data shall be standard ASCII characters. Physical media shall be industry standard Optical Disks, (for Support Equipment Test Program Sets (TPSs) only, to be replaced by CD-ROMs with the delivery of the C-17 Automated Test Equipment) and CD-ROMs or 3.5" floppy disks (for Operational Flight Programs ((OFP) and other software deliverables). CD-ROMS and 3.5' floppy disks shall be readable by MS-DOS or MS-Windows. Media delivered to WR-ALC shall be of the same type as delivered to the user. If files containing the ASCII data are delivered compressed they shall be extractable by Win Zip and readable in a decompressed state using a commercially available or public domain application (e.g., Microsoft Word). All submissions of magnetic media portions of this data shall be complete. Partial submittals of magnetic media (i.e., the equivalent of change pages) is not permitted.
- d. Magnetic media data for F33657-02-C-2001, C-17 Production Follow-On, shall be managed and marked the same as the associated paper document. The associated document's revision letter and date shall change when either the paper portion or the magnetic media portion changes. The document's Change/Revision history shall also reflect releases/updates of the magnetic media portion(s). The physical media shall be marked in accordance with Technical Order (TO) 00-5-17.
- (1) Contents: Identification of logical format (e.g., Zipped format, 6250 BPI), approximate amount of data in kilobytes (KB) or megabytes (MB) and list of files or paragraph reference in the associated paper document of a description of the contents and list of files.
- (2) Other markings required for this CDRL as specified in the DD Form 1423 or by the contract, (e.g., Export Control Act statements, Rights in Technical Data, etc.). To be placed on the media carrier, so as not to interfere with the media identification information.

14. Electronic Contract Management System (ECMS)

ECMS is a contractor document management system repository based on the Documentum server. RightSite, the Web interface software, allows C-17 CDRL addressees to view data using their Web browser.

a. Controlled Access

- (1) Access into the repository is controlled at the document level by using Access Control Lists (ACLs). Every document is assigned an ACL that is based on a 'need to know' basis.
- (2) When a CDRL is delivered to the SPO, the CDRL will be assigned the ACL 'World Read'. The World Read ACL will allow anyone that has access inside the contractor firewall to view the document. If the data is of a higher sensitivity (e.g. proposals Vol II), the CDRL is assigned the ACL 'World Browse'. The World Browse ACL will require a Documentum identification and password.

b. Encryption

- (1) The ECMS Web interface has the ability to use Secure Socket Layer (SSL) encryption. Currently, the SSL encryption supported is 128 bit. Before a document is sent over the network from the server repository to the client, the document will be encrypted. In order to be able to access the document, the client Web browser must support 128 bit encryption and must have the decryption key. If the Web browser does not support 128 bit encryption and does not have the decryption key, the user will not be able to access the document.
- (2) Encryption is supported by using the Uniform Resource Locator (URL) https; not http. The 's' in https indicates secure. The ECMS CDRL Delivery web pages have been coded to use https. When using https, the Hypertext Transport Protocol (HTTP) server sends the document to the browser encrypted and looks for the key to de-crypt the document. If no key is available on the browser, the server can offer a key to the browser. The browser must support this capability to accept a key from the HTTP server.

c. Traceability of Changes to Document Files

Storing CDRL delivery documents in ECMS will allow changes to be tracked automatically. When a document is changed, history of that change will include such information as by whom and when the change was made.

d. Delivery Process

(1) Deliverable components are: Contract Letter, Contract Letter Attachments and Enclosures.

- (2) E-mail notifications will contain:
 - (a) Delivery date
 CDRL Number
 CDRL Title/Subtitle
 Contract Letter Number and Date
 Uniform Resource Locator (URL)
 Warning Notification
 Destruction Notice
 - (b) Subject of E-Mail Notification will contain CDRL number, contract number, subject, and letter number.
- (3) Electronic CDRL delivery notifications made prior to 12 noon PST will be credited for same day delivery. Notification received after 12 noon PST will be credited with delivery on the next working day. Time delays in web server functions and e-mail transmissions will not affect receipt of credit for electronic CDRL delivery.
- (4) If any server that impacts CDRL delivery is down 48 consecutive business day hours (not to include week-ends or holidays), regardless if it is a SPO or Boeing problem, Boeing will make hard copy deliveries and send overnight to all block addresses. Boeing will send an e-mail to the SPO/Government agencies stating that the system is down and the expected up time. The e-mail will also include the notification of the data being available in Documentum. If the server is down due to SPO or Boeing problems, Boeing will not be charged for the late submittal. Boeing will get credit per the time the e-mail was sent.
- (5) SPO will consider data delivered if it can be opened and read online. Attachments should be readable and in predefined and agreed upon formats. SPO's goal will be to respond within 24 hours after receipt of data for data rejection notifications. Resubmittal requirements will be specified in the rejection notice.

e. Contract Letters

- (1) All original signed contract letters and attachments/enclosures will be retained by the Contractor. Upon completion of the contract, the Procuring Contracting Officer may direct the contractor to forward all original letters to the Government.
 - (2) Deleted.

f. Archiving

Processes will be defined at a future date when the determination is made as to how long delivered data will be required to be kept online. At present all electronic submittals are maintained online.

g. Help Desk

The current process provides for a telephone answering system to record the trouble call and contractor personnel will retrieve the message and resolve the issue. In the event the contractor's server is inoperable, the contractor will send email notifying all addressees stating the nature of the problem, and the expected up time. When the problem is resolved, all addressees will again be notified the system is operable.

h. Notification Process for Web Page Address Changes

- (1) The Contractor will send new web page addresses electronically to all addressees. These changes will be any web pages, which modify the URL path for access to the CDRL delivery web page. The notification will include step by step instructions and the complete URL on how to access the CDRL deliverables.
- (2) The SPO will be responsible for maintaining the Block 14 electronic CDRL delivery address list. Blocks 14 and 16 of the DD Form 1423-1 will reflect electronic CDRL delivery directions.
- (3) CDRLs implementing electronic delivery shall note 0/0/x in Block 14. The "x" indicates the submittal shall be made utilizing ECMS. The transmittal letter of all submittals shall be forwarded electronically; however, some media will still require floppies, CD ROMs, or paper delivery. For these deliveries, Blocks 14 and 16 direction will not be changed.
- 15. The following abbreviations are defined and apply when used to specify data requirements on the DD Form 1423-1:

ACL - Access Control List

ACO - Administrative Contracting Officer

AOD - As of Date

ASAP - As Soon As Possible

AS REQ - As Required

BLK 16 - Refer to Block 16

CCP - Contract Change Proposal

CDR - Critical Design Review

CDAS - Contract Data Accounting System

CDRL - Contract Data Requirements List

CI - Configuration Item

DAC - Days After Contract Award

DAOD - Days After As-of-Date

DCDR - Days After Critical Design Review

DI - Data Item

DID - Data Item Description

ECMS - Electronic Contract Management System

ECP - Engineering Change Proposal

EOM - End of Month

0 - End of Month

FCA - Functional Configuration Audit

FSC - Federal Supply Class

FQ - Fiscal Quarter

FY - Fiscal Year

HTTP - Hypertext Transport Protocol

IAW - In Accordance With

IPT - Integrated Product Team

LOC - Life of Contract, contract life shall be

deemed to end upon date of delivery to the

Government of the last item delivered

hereunder.

MAC - Months After Contract Award

MTHLY - Monthly

N/A - Not Applicable

NLT - Not Later Than

OTIME - One Time

ONE/R - One Time - With Revisions

PCA - Physical Configuration Audit

PDR - Preliminary Design Review

PCO - Procuring Contracting Officer

POC - Point of Contact

SCN - Specification Change Notice

SPO - System Program Office

SSL - Secure Socket Layer

SOW - Statement of Work

URL - Uniform Resource Locator

CONTRACT DATA ACCOUNTING SYSTEM CDRL TABLE OF CONTENTS

SET NAME Follow-On Buy Program ID: C-17 CONTRACT # F33657-02-C-2001 CONTRACTOR: BOEING

DATA ITEM	REQUIRING OFFICE	AUTHORITY/TITLE/SUBTITLE	SOW PARAGRAPH
A9001	ASC/YCCC	DI-A-3020B/T Contract Change Proposal/Task Change Proposal	SOW Para 3.H
A9002	ASC/YCCI	DI-MGMT-81453 Data Accession List/Internal Data	SOW Para 2
A9003	AS-IPT	DI-E-30131/T Interface Control Document	SOW Para 6
A9004	ASC/YCCI	DI-E-3106/T Specification Maintenance Document Specification Change Notices	SOW Para 3.H
A9005	ASC/YCCC	DI-E-3129/T Request for Deviation/Waiver	SOW Para 3.H
A9006	ASC/YCCC	DI-E-3133/T Configuration Management Accounting Reports (Machine or Manually Prepared)	SOW Para 3.H
A9016	SS-IPT/SBM	DI-M-3418C Aerospace Vehicle, Equipment Maintenance Historical and Inventory Records	SOW Para 5
A9020	I&GFE-IPT	DI-P-6162A DD Form 610 "GFE Requirement Schedule"	SOW Para 3.I
A9022	I&GFE-IPT	DI-S-3584/T Weight Balance and Inertia (Mass Properties) Data-Aircraft (Blk 16)	SOW Para 7
A9025	BLK 16	DI-MISC-80508/T Technical Report-Study/Services	SOW, Appendix 1
A9026	ASC/YCE (AV-IPT)	DI-IPSC-81442A/T Software Version Description (SVD)	SOW, Appendix 1
A9027	ASC/YCE (AV-IPT)	DI-MCCR-80700 Computer Software Product End Items	SOW, Appendix 1
A9028	ASC/YCE (AV-IPT)	DI-IPSC-81433A/T Software Requirements Specification (SRS)	SOW, Appendix 1
A9029	ASC/YCE (AV-IPT)	DI-IPSC-81434A/T Interface Requirements Specification (IRS)	SOW, Appendix 1
A9030	ASC/YCE (AV-IPT)	DI-IPSC-81436A/T Interface Design Description (IDD)	SOW, Appendix 1

CONTRACT DATA ACCOUNTING SYSTEM CDRL TABLE OF CONTENTS

SET NAME Follow-On Buy Program ID: C-17 CONTRACT # F33657-02-C-2001 CONTRACTOR: BOEING

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	DISTRIBU-TION ADDRESS	EMAIL/IP ADDRESS	POC	FSED	LOT 3 - LOT8PROD	MULTI-YEAR	LOTS 13-15	PRODUCTION FOLLOW-0N	PE/PI	PE/PI (2000)	FIELD SUPPORT	FLEXIBLE SUSTAINMENT	FLEXIBLE SUSTAINMENT (2002)
1				All SPO addresses preceded by "asc.yc." and ends with "wpafb.af.mii"									
2	AI-IPT/YCF	ai.flex@		Транолини							A005(CPR), A006(CFSR),	A006(CPR), A007(CFSR),	A006(CPR), A007(CFSR),
	Al-II I/TOI		Robert Lyons			A9008(CFSR) A9009 (CDSR) A9010(FCHR) A9011(PCR) A9012(PLANT WIDE DATA REPORT)					Additional and the second	Autrici Sit),	A007(CI 3IV),
3		ai.my@	James Miller			A9013(WBS)			A004(CPR)	A004(CPR)			
4		ai.pepi@	Peggy Kissell Robert Lyons						A006(CFSR) A007(CDSR)	A006(CFSR) A007(CDSR)			
5		ai.cad-cam@	Gary Reece			A9015(SDAR,MIS)	C9001		A0008 (Tech Rpt)				
6	AV/AF	af.pepi@	Gerry Hollingshead Paul Hufham						Exhibit "C" Software	A0008 (Tech Rpt) Exhibit "C" Software			
						A9017(WORK MEASUREMENT							
7	AV/AF-IPT	af.malp@	Paul Corcoran Pat Paicer, Janet Massie			LAB PERF RPT)							
8	AV/AFC-IPT	aisf@	John Altick	304P(SRVSR),ROO1(COMP S/W COMP PROG)					EXHIBIT "C"	EXHIBIT "C"			
9	AV/AFC-IPT	afc@	Pat Paicer, Janet Massie John Altick						SOFTWARE CDRLS EXHIBIT "F"	SOFTWARE CDRLS EXHIBIT "F" CDRLS A008,Tech Rpt			
10	AV/AS-IPT	as@	Garry Reece Kim Howell			A9003(INTERFACE CNTRL DOC),	A9003	A9003			A044(SchBlkDiag)		
	AV/AS-IPT AV/TEST	as.pepi@ testipt@	Garry Reece Kim Howell	3054(TEST PLANS), 3057(TEST RPT)					EXHIBIT "C" SOFTWARE CDRLS A008,TECH RPT	EXHIBIT "C" SOFTWARE CDRLS A008,TECH RPT			
		i&gfe@	John Slye Pat Paicer Gary Reece	300P(VDD), 301J(MM), 302F(USER MANUAL), 3056(CPCI), 305C(CPTP), ROO1(COMP S/W COMP PROG),		A9007(NPAR), A9022(W&B),	A9020	A9020	EXHIBIT "C" SOFTWARE CDRLS EXHIBIT "F" CDRLS A009(PUSD) E001(SDP) A008 TECH RPT	EXHIBIT "C" SOFTWARE CDRLS EXHIBIT "F" CDRLS A009(PUSD) Delete E001(SDP) A008 TECH RPT	A015(MAT DEF INFO),	A013	A013
14	AV/I&GFE-IPT	gfe@	Maureen Robinson			A9019(GFE SHORTAGE), A9020(GFE REQ), A9021(GFE REJ),	A9002						
15	AV/FS- IPT(FMM)	avfs@	Steve Baerst Craig Moore					A9022 A9036					A003
								A9033 A9034	Exhibit "C" Software CDRLs B001(Flight Manuals) A008	Exhibit "C" Software CDRLs B001(Flight Manuals)			
15	AV/MS-IPT	ms@	Teresa Zack		A5025			A9035	TECH RPT	A008 TECH RPT	A044(SchBlkDiag)	A003	A003
16 17	SS/MX/Mod-IPT SS/TO-IPT	ss.mx.mod-ipt@ ss.to@	John Earle Mike LaPlante		(ТСТО)						D001(TCTO) D002(TO)	A004 A003	A004 A003 A012
	SS/SBM-IPT	ss.sbm@	John Freisthler Velma Culpepper Robert Lyons			A9016(AVEM)					A005(CPR), A006(CFSR), A007(C/SSR)	A002(DAL), A006(CPR), A007(CFSR),	A002(DAL), A006(CPR), A007(CFSR), A005(CWBS) A008(PCR)
	SS/SE-IPT	ss.se.pepi@	Donna Whitt Billy Merrell						Exhibit "C" Software CDRLs A008,TECH RPT	Exhibit "C" Software CDRLs A008,TECH RPT	, ,	, - 11	/

	DISTRIBU-TION ADDRESS	EMAIL/IP ADDRESS	POC	FSED	LOT 3 - LOT8PROD	MULTI-YEAR	LOTS 13-15	PRODUCTION FOLLOW-0N	PE/PI	PE/PI (2000)	FIELD SUPPORT	FLEXIBLE SUSTAINMENT	
20	SS/SE-IPT	ss.se@	Donna Whitt Billy Merrell	302F(USER MANUAL), 3054(TEST PLANS), 3056(CPCI),3057(TEST RPT)				A9004			A044(SchBlk Diag) A035	A010(GSERD) A011 A014	A010(GSERD) A011 A014 A009(SPI)
21	ASC/YCC(EDM O)	edmo@	Gary Reece			C9001(DRAWINGS	C9001				C001(DRAWINGS)		
			•			,	A9005	A9005			0001(01010111100)		
22	ASC/YCCC	dw@	Bill Merrell Sandy Holder		A8005(D&W)	A9005(D&W)	A9006	A9006					
23	ASC/YCCC	cmar@ prop@	Hank Oakes Sandy Holder		A5008(ECP),	A9006 (CMAR)							
24	ASC/YCCC	prope	Janet Massie	300R(ECP)	A6009(ECP)		A9001	A9001					
	WS-IPT	prop@	Sandy Holder		A7009(ECP), A7010B(D/W)				A001(CCP),	A001(CCP),			
25	Crisis Mgt Team		Janet Massie		A8005(D/W),	A9001(CCP)	A9001	A9002	A003(ECP),	A003(ECP),	A044(SchBlkDiag)	A001(CCP),	A001(CCP),
27	ASC/YCCI	yccdmo@	Rita Collins Donna Whitt	Notify for all submittals except Engineering Drawings		A9002 (DAL),	A9002	A9003 A9025 C9002	A002 (DAL),	A002 (DAL),		A002 (DAL),	A002 (DAL),
28	ASC/YCCI	spec@		304P (SRVSR), R001 (COMP S/W)		A9004(Spec Mtnc Doc)		A9025 A9027 A9028 A9029 A9030 A9031 A9032 A9034 A9035	TAUS/(FROG UNIQUE PROP TASK), C002,(SCN), C007(CSPEI, Ltr only), C008 (SW REQ SPEC), C009(IRS),C010, (IDD),C011 (SW PROD SPEC), F005,F006,F007	A009(PROG UNIQUE PROP TASK), C002,(SCN), C006(SVD), C007(CSPEI, Ltr only), C008 (SW REQ SPEC), C009(IRS),C010, (IDD),C011 (SW PROD SPEC), F005,F006,F007		A010(GSERD), A013 (CSPEI)	A010(GSERD), A013 (CSPEI)
29	ASC/YCK	contr@	Kevin Vangsness ???	3005(ANT)	D5001(ANT),	A9005 (DW), A9014 (PROP PREP),							
30	ASC/YCEF	ycef@	Teresa Hoskins	3057		,-							
31	B&I (FMS) IPT	b&i.fms.ipt@	Max Singletary Peggy Kissel Matt Davis John Slye							A0012			A015 A016
	Det 2/Hq AMC/		-										
	SAF AMCOR ASC/FMCM	army@ Notify yccdmo Can not receive electronically		3054(TEST PLANS), 3057(TEST RPT),		A9008(CFSR), A9009(CDSR), A9010(FCHR), A9011(PCR), A9012(P/W DATA RPT), A9013(P&C RPT),			A004(CPR), A006(CFSR), A007(CDSR),	A004(CPR), A006(CFSR), A007(CDSR), A0012	A005(CPR), A005(CFSR), A007(C/SSR),	A006(CPR), A007(CFSR),	A006(CPR), A007(CFSR),
34	ASC/LPC(DM)	Richard.Higgins@wp afb.af.mil Juan.Satterfield@wp afb.af.mil 129.48.55.35	Richard Higgins Juan Satterfield	300P(VDD), 3054(Test Plan),3057(TEST RPT)		A9002(DAL), A9003 (ICD), A9020(GFE)	A9001 A9002 A9003 A9020	A9020	A002 (DAL)	A002 (DAL)	D001 (TCTO)	A002(DAL), A004(TM)	A002(DAL), A004(TM)
35	ASC/SYPL	doris.heidenreich@w pafb.af.mil											A009(SPI)
		peter.laudieri@asc- yw. wpafb.af.mil 134.131.76.193	Pete Laudieri										,
36	ASC/YWMG		937-255-7188, ext 4611	302F(USER MANUAL)			A9001	A9001					
55	AF METCAL	lisa.stepson@afmetc		SOLI (SOLIN MINISONE)			A3001	A3001					
		al.af.mil, 207.133.167.123	Lisa Stepson 366-5063								A035 (GSERD)	A011(CMRS) A010 (GSERD)	A011(CMRS) A010 (GSERD)

	DISTRIBU-TION ADDRESS	EMAIL/IP ADDRESS	POC	FSED	LOT 3 - LOT8PROD	MULTI-YEAR	LOTS 13-15	PRODUCTION FOLLOW-0N	PE/PI	PE/PI (2000)	FIELD SUPPORT	FLEXIBLE SUSTAINMENT	FLEXIBLE SUSTAINMENT (2002)
	DEPT OF	James.Boucher@BE A.doc.gov198.76.170	James Boucher,		A8009								
38	CTOCU	.19, smithlv@c17mis. region2.wpafb.af.mil	202-606-9772 Laquisha Smith		(CDSR)	A9009(CDSR),			A007 (CDSR),	A007(CDSR),	Page (TOTO)		A003(TM),A004(
39	Long Beach, CA DISC/ESM PHILADELPHIA	131.82.31.46 macarthur@disc.dla. mil	562-384-3976 Glenna MacArthur			A9007(NONSTD					D001(TCTO)	(TCTO)	тсто)
40	RANDOLPH	131.44.59.72 Rodney.Merritt@rand olph. af.mil	215-697-6833 Rodney Merritt DSN 487-2700 210-652-2700			PARTS)						A004(TCTO)	A004(TCTO)
42		Don_Moser@ dscc.dla.mil 131.74.234.250	Don Moser 614-692-065			A9007(NONSTD PARTS),							
43	AFMC LO/JAZ WRIGHT PATTERSON AFB OH	lambertr@clcsmtp. wpafb.af.mil 134.131.102.196 darryl.meade@wpafb	Rich Lambert 937-255-2872	3005 (ANT),	D5001 (ANT),								
44	AFMC/LS0/L0P	.af.mil andrew.middendorp @wpafb.af.mil arthur.eggleton@wpa											A009(SPI)
46	AFMC/LGTT HQ AMC/ LGA HQ AMC/LGAA SCOTT AFB IL HQ AMC/DOVP	fb.af.mil amc/xp-c17data@ scott.af.mil 140.175.4.21	Jerold Clausius 618-256-6550 (Chief R. Lasseigne) (J. Clausius) Capt. Watt, Sgt Taylor									A002(DAL),A00 4(TCTO)	A009(SPI) A002(DAL), A004(TCTO)
47	SCOTT AFB, IL HQ AMC/TE	ditto		3057 (TEST RPT),				A9004				A003(TM) A014	A003(TM) A014
49	HQ AMC/TEA SCOTT AFB IL HQ AMC/XPRA	ditto		3057(TEST RPT), 302F(USER MANUAL), 3054(TEST PLANS),3057(TEST				73004				A014	A014
50	HQ AMC/XPRL SCOTT AFB IL	ditto		300R(ECP)	A5008(ECP), A6009(ECP) A7009(ECP), A8005 (D/W)	A9001(CCP) , A9005(D/W),	A9001(Vol I) A9005	A9001 (VOLI) A9004 A9005	A001(CCP), A003(ECP)	A001(CCP), A003(ECP)	A044(SchBlkDiag)	A001(CCP), A002(DAL), A010(GSERD),	A001(CCP), A002(DAL), A010(GSERD),
52	DLIS- KFAD(PCB) BATTLE CREEK MI	Notification not required									B001(SPTD, Ltr Only)	B001 (SPTD)	B001 (SPTD)
53	DCAA	robert.rivera@boeing .com rgrecia@dcmdw.dcm a.mil	Robert Rivera (562)593-4463			A9008(CFSR), A9009(CDSR), A9010(FCHR), A9011(PCR), A9012(PW DATA), A9013(WBS), A9014(PROP PREP),			A004(CPR), A006(CFSR), A007CDSR),	A004(CPR), A006(CFSR), A007CDSR), A012	A005(CPR), A006(CFSR), A007(C/SSR),	A006(CPR), A007(CFSR)	A006(CPR), A007(CFSR)
54	RYOR	tnowicki@dcmdw. dcma.mil kdonohew@dcmdw.d cma.mil IP #131.68.28.14	Ken Donohew 562-496-9995			A9017(WORK MEASUREMENT LABOR PERF RPT),				A012		A014	A014

	DISTRIBU-TION ADDRESS	EMAIL/IP ADDRESS	POC	FSED	LOT 3 - LOT8PROD	MULTI-YEAR	LOTS 13-15	PRODUCTION FOLLOW-0N	PE/PI	PE/PI (2000)	FIELD SUPPORT	FLEXIBLE SUSTAINMENT	FLEXIBLE SUSTAINMENT (2002)
55	DCMC DCMDW RYT/RYTC LONG BEACH CA DCMC DCMDW RYO	ditto			A8005 (D/W),	A9005(DEV/WAIV), A9006(CMAR), A9015(CAD/CAM), A9019(GFE) A9020(GFE Req)A9021(GFE Rej)	A9005 A9006	A9005 A9006					
56	LONG BEACH CA	ditto				A9002 (DAL)	A9002	A9002	A002(DAL)	A002 (DAL)		A002 (DAL)	A002 (DAL)
57	DCMC DCMDW RYOA/RYOB LONG BEACH CA			3005 (ANT)	A5008(ECP), A6009(ECP), A7009(ECP)A 7010B(D/W), A8005(D/W)	A9001(CCP),A9002 (DAL), A9005(DW), A9009(CDSR), A9010(FCHR),A901 1(PCR), A9012(P/W	A9001 A9002 A9005	A9001 A9002 A9005	A001(CCP),A002(A001(CCP),A002(DA L), A003(ECP),A004(CP R), A006(CFSR), A007(CDSR)		A001(CCP),A00 2(DAL),A006(C PR),	A001(CCP),A00
58	DCMC DCMDW/ RYOS	ditto				A9004(SMD)		A9004					
59	DCMC DCMDW					A9019 A9020 A9021	A9020	A9020 A9027 A9028 A9029 A9030 A9031 A9032 A9033 A9034 A9035					
60	OCALC/TIL TINKER AFB OK	Mark.Carmichael@ po30.tinker.af.mil 137.240.51.227	Mark Carmichael 405-736-3238			A9003(INTERFACE CNTRL DOC),	A9003	A9003					
61	OCALC/TILO TINKER AFB OK	Mark.Carmichael@ po30.tinker.af.mil 137.240.51.227	Mark Carmichael 405-736-3238	301J(MM)					C003(CPTP),				
62	OCALC/TILOC TINKER AFB OK	Mark.Carmichael@ po30.tinker.af.mil 137.240.51.227		302F(USER MANUAL), 3056(CPCI), 305C(CPTP), ROO1(COMP S/W COMP PROG),					C004(COMP PROG TEST PROC), C005(CPCI),	C003(CPTP), C004(COMP PROG TEST PROC), C005(CPCI),			
63	OUSD/PA&E WASHINGTON DC	kathleen.conley@ osd.pentagon.mil 134.152.115.197	L/Col Kathleen Conley 709-697-0802 DSN 225-0539			A9009(CDSR), A9010(FCHR), A9011(PCR), A9012(P/W DATA RPT),			A007 (CDSR),	A007 (CDSR),			
64	172AW/LS C-17 PIO	Shelby.Kenney @msjack.ang.af.mil Janet Bowman @msjack.ang.af.mil	Jackson Air National Guard Major Shelby Kenney Janet Bowman										A010 (SERD)
65	P&W 182-14	FletcherGE@P&WE H.com	George Fletcher			A9003(INTERFACE CNTRL DOC),	A9003	A9003					
66		IP #s for WRALC/LH addresses are: Proxy servers: 137.244.150.28, 137.244.150.27, 137.244.150.38, 137.244.150.38, 137.244.150.55, 137.244.150.55, 137.244.150.57, 137.244.150.60, 137.244.150.12, 137.244.150.71, 137.244.150.71,	·	NOTE: All Warner Robins addressess preceded by the following: "wralc.lh."									

5/9/2002

	DISTRIBU-TION ADDRESS	EMAIL/IP ADDRESS	POC	FSED	LOT 3 - LOT8PROD	MULTI-YEAR	LOTS 13-15	PRODUCTION FOLLOW-0N	PE/PI	PE/PI (2000)	FIELD SUPPORT	FLEXIBLE SUSTAINMENT	FLEXIBLE SUSTAINMENT (2002)
67	WRALC/LHE WRALC/LHR ROBINS AFB GA	cdrlblks@robins.af.m il	Jerry Smith Connie Cantu								A044(SchBlkDiag)		
68	GA	cdrlcmptr@robins.af. mil	Ray Rangel Connie Cantu						E001(SDP)	E001(<u>SDP)</u>		A013(CSPEI)	A015(UK) A016(UK)
69	WRALC/TILCC WRALC/LHE ROBINS AFB GA	cdrldrwg@robins.af. mil	Christopher Parry John Armstrong Gary Grant			C9001 (DRAWINGS)	C9001	C9002 A9004		Assat (SPR)	C001(DRAWINGS)		
70	WRALC/LHR	cdrlfncl@robins.af.mi	Susan Frazier			A9019(GFE S/S				A004 (CPR) A006(CFSR) A012(PCR) A007(CDSR)			A006 (CPR) A007 (CFSR) A008(PCR)
71	WRALC/LHS ROBINS AFB GA	cdrlgfe@robins.af.mil	John Deuster John Lewis			RPT), A9020 (GFE REQ), A9021 (GFE REJ)							
72	WRALC/LHE WRALC/LHR ROBINS AFB GA	cdrlmisc@robins.af. mil	Connie Cantu Dave Doran	304T 3054 305E 300P			A9002	A9002 A9004	A008 A009(PUSpecDoc	A008			
73	WRALC/LHR ROBINS AFB GA WRALC/LHS	cdrlmod@robins.af.m il	Connie Cantu	300 CC (CIDS),3056(CPCI),300 P (VDD)	A7010B (D/W)	A9002(DAL), A9006(CMAR), A9005(DW)) EXHIBIT "C" SOFTWARE CDRLS EXHIBIT "F" CDRLS A002(DAL) C002 (SMD) C003(CPTP) C004(CPTP) C004(CPTP) C006(SRS) C009(IRS) C010(IDD) C011(SPS) C012(SDD) C013(STP) C014(STD) C015(STR) C016 C017(STD) C018(STR) C019(IDD)	EXHIBIT "C" SOFTWARE CDRLS EXHIBIT "F" CDRLS A002(DAL) C006(SRS) C009(IRS) C010(IDD) C011(SPS) C012(SDD) C013(STP) C015(STR) C017(STD) C020(STrP)		A002(DAL), A013(CSPEI) A014	A002(DAL), A013(CSPEI) A014(SMD)
74	WRALC/LHS WRALC/LHE WRALC/LHR ROBINS AFB GA	cdrlppsl@robins.af.m il	John Deuster, Dave Doran, Connie Cantu			A9007(NONSTD PARTS APPR REQ),	A9001 A9005	A9001 A9005					
75	WRALC/LHE WRALC/LHR ROBINS AFB GA	cdrlrpts@robins.af.mi	Connie Cantu Christopher Parry John Armstrong	3057 (TEST RPT)		A9022(WEIGHT & BALANCE)	A9006 A9020 A9022	A9006 A9020 A9022 A9025					
76	WRALC/LHS WRALC/LETA ROBINS AFB GA	cdrlserd@robins.af.m il	Lawrence Sullivan, Tina Eady John Armstrong					A9003				A010(GSERD)	A010 (GSERD)
77	WR-ALC/LHS WRALC/LHR WRALC/LYSRP ROBINS AFB, GA	cdrlsw@robins.af.mil	Randy Thigpen Connie Cantu					A9003 A9025 A9027 A9028 A9029 A9030 A9031 A9032 A9033 A9034 A9035	C007 (CSPEI)	C007(CSPEI)		A013(CSPEI)	A013(CSPEI)
78	WRALC/LHA	cdrltcto@robins.af.mi	Elmira Rabago		A5025 (TCTO)						D001(TCTO)	A004(TECH MAN/COM LIT, TCTO)	A004(TECH MAN/COM LIT, TCTO)

	DISTRIBU-TION ADDRESS	EMAIL/IP ADDRESS	POC	FSED	LOT 3 - LOT8PROD	MULTI-YEAR	LOTS 13-15	PRODUCTION FOLLOW-0N	PE/PI	PE/PI (2000)	FIELD SUPPORT	FLEXIBLE SUSTAINMENT	FLEXIBLE SUSTAINMENT (2002)
2	WRALC/LHR- TOMA ROBINS	addia Gashisa a Casil	December Otton bear									A003(TM)	A003(TM)
	SAF/FMCC WASHINGTON DC	cdrlto@robins.af.mil woodsrp@af. pentagon.mil 134.205.88.228	Dorothy Stephens, Ranae Woods 703-602-9333			A9009(CDSR), A9010(FCHR), A9011(PCR), A9012(P/W DATA RPT),			A007(CDSR),	A007(CDSR),		A012(CFAE)	A012(CFAE)
	58AS/MAP	Notification not	703-002-9333			IXI 1),		A9025					
81	ALTUS AFB, OK 62 MXS/LGMV McChord AFB,	required Notification not						A9027	C007(CSPEI)	C007(CSPEI)		A004(TCTO)	A004(TCTO)
82	WA 76 LG/LGTPL	required Notification Not	WDI CMTDI 22								A020(CDI)	A013(CSPEI)	A013(CSPEI)
	KELLY AFB, TX 82 MXS/LGML SHEPPARD AFB TX	Required allen.sudol@sheppar d.af.mil 131.17.132.201	WRLGMTPL?? Al Sudol 940-676-7154	3007(CCP), 300R(ECP), A3004(CCP), A3009(ECP)	,A4008(ECP), A5008(ECP), A6009(ECP), A7009(ECP),	A9001(CCP), A9006(CMAR),	A9001 (Vol I) A9006	A9001 (Vol I) A9006	A001(CCP), A003(ECP),	A001(CCP), A003(ECP),	A029(SPI)	A009(SPI) A001(CCP),	A009(SPI) A001(CCP),
85	373 TRS/TXD SHEPPARD AFB TX	barbara.arnold@she ppard.af.mil, 131.17.155.74, 131.17.177.1	Barbara Arnold 736-4752			A9002 (DAL)	A9002	A9002	A002 (DAL)	A002 (DAL)	A035 (GSERD),	A010 (GSERD),	A010 (GSERD),
86	418 FLTS/CC EDWARDS AFB CA	Mark.Foringer@edwa rds.af.mil 129.198.27.223	Maj Mark Foringer 527-7190	3054 (TEST PLANS), 3057 (TEST RPT),		A9002 (DAL)	A9002	A9002	B001 (TO)	B001 (TO)		A002 (DAL)	A002 (DAL)
87	418 FLTS/DOL 418 FLTS/EN	ditto						A9036	B001(Flt Manuals)	B001(Fit Manuals)			
88	Edwards AFB CA	Wait for new contract		302F(USER MANUAL), 304P(SRVSR),									
89	437 CRS/LGRCA Charleston AFB, SC	Notification not required						A9025 A9027	C007(CSPEI)	C007(CSPEI)		A013(CSPEI)	A013(CSPEI)
90	437 LSS/LGLD Charleston AFB, SC	Notification not required										A004 (TCTO)	A004(TCTO)
91 92	412 LSS/OL-AB Los Angeles, CA	412lss.lgll@LOSANG ELES.AF.MIL											A001(CCP)
				PAPER COPY DELIVERY ADDRESSES									
93				ASC/YC 2590 Loop Rd WPAFB, Oh 45433-7142									
94				MS-IPT/FMM SS-IPT/TO SS-IPT/MX/Mod								A003(TM) A004(TCTO)	A003(TM) A004(TCTO)
95				ASC/YC-UK 2590 Loop Road, West Building 558 Wright Patterson AFB, OH 45433-7142									
96				WRALC/LYSRP Don Cartwright/Linda Leslie & Page Road Building 640 AFB, GA 31098-1607 What Street Robins Robins					C006(SVD) C007(CSPEI)	C006(SVD) C007(CSPEI)			
97				Hq AMC/DOVP 402 Scott Dr, 2A2 Scott AFB, II 62225-5308					250. (331 L1)			A003(TM)	A003(TM)
98				Hq AMC/LGAA 402 Scott Dr, 2A2 Scott AFB II 62225-5308		l'iveed alement	/\sub\electcdri.xis					A004(TCTO)	A004(TCTO)

	DISTRIBU-TION ADDRESS	EMAIL/IP ADDRESS	POC	FSED	LOT 3 - LOT8PROD	MULTI-YEAR	LOTS 13-15	PRODUCTION FOLLOW-0N	PE/PI	PE/PI (2000)	FIELD SUPPORT	FLEXIBLE SUSTAINMENT	FLEXIBLE SUSTAINMENT (2002)
99				DLIS-KFAD(PCB) 74 Washington Ave N, Suite 7 Battle Creek, MI 49017-3084								B001 (SPTD)	B001 (SPTD)
100				58 AS/MAP 321 South 7th St Altus AFB, Ok 73523					C007 (CSPEI)	C007(CSPEI)			A004(TCTO)
				62 MXS/LGMV 6th& A St, B 1119 C-17 Avionic Shop					,	,			
101				McChord AFB Tacoma, WA 98438 412 LSS/OL-AB(CTOCU)								A013(CSPEI)	A013(CSPEI)
102				MC C074-0205 Boeing Aerospace 2401 E. Wardlow Rd Long Beach, CA 90807-5309								A003 (TM)	A003 (TM)
103				437 CRS/ LGRCA ATTN: Component Repair Squadron 207 N Bates St, Bldg 68 Charleston AFB, SC 29404-4922					C007(CSPEI)	C007(CSPEI)		A013(CSPEI)	A013(CSPEI)
104				437 LSS/LGLD 205 North Bates St Bldg 59, Rm 13d Charleston AFB, SC 29404								A004(TCTO)	A004(TCTO)
105				WRALC/TILCC 420 Richard Ray Blvd, Suite 100 Robins AFB, G 31098-1640	А	C9001(DRAWINGS					C001(DRAWINGS)		
106				WRALC/LHR 44 Green Street Warner Robins AFB, GA 31093									
107				Major Shelby Kenney C-17 Program Integration Office 141 Military Drive Thompson Field, ANG Jackson, MS 39208-8872									A010 (SERD)
108				Janet Bowman 172AW/L 141 Military Drive Thompson Field, ANG Jackson, MS 39208- 8872	s								A010 (SERD)

Form Approved OMB No. 0704-0188

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A. CONTRACT LINE	ITEM NO.	B. E	XHIBIT		C. CAT	EGORY:				
		С			TDP		TM	OTH	ER E	
D. SYSTEM/ITEM C-17 PROD FOLLOV	V-ON		E. CONTRACT/P F33657-02-C-200			F. CONTI BOEING	RACTOR			
1. DATA ITEM NO. C9002	2. TITLE O F DATA IT Drawings, Engineer		Associated Lists			3. SUBTITI	_E			
4.AUTHORITY (Data Ad DI-E-7031/T	quisition Document No.)		5. CONTRACT REFE SOW Paras 4.A &				6. REQUIRING C ASC/YCC	FFICE		
7. DD 250 REQ	9 DIST STATEMENT	10	. FREQUENCY	12. DATE OF FI	RST SUE	BMISSION	14. DI	ISTRIBUT		
DD	REQUIRED		BLK16	BLK 16				b. C	OPIES	
8.APP CODE	D	11	. AS OF DATE N/A	13.DATE SUBSI SUBMISSION	EQUENT		a. ADDRESSEE		Final	
					ILK 10			Draft	Reg	Repro
16. REMARKS							ENG DATA &			
a. This CDRL	shall be used	to	deliver all n	ewly			DCL VIA			
generated or r	evised enginee	ring	g data pertai	ning to			C-17 PSN			
	entract with no						ASC/YCC/EDMO	0	0	Х
b. The contrac	tor shall make	eng	gineering dat	a			ENG DATA &			
(engineering d	rawings and as	soc:	iated lists,	Model			DCL VIA			
Based Definiti	on (MBD) Data	Set	s, 2D and 3D	model			C-17 PSN			
file, loft dat	a, specificati	ons	, Engineering	Orders			WR-ALC/TILCB	0	0	Х
(EO's), ets) r	esiding in the	C-1	17 Product Da	.ta						
Management (PD	M) continuousl	уа		CAD/CAM						
Government via	the C-17 Part		(DATABASE							
(PSN), or WR-A	LC Government	Tecl	hnical Data P	ortal as			ONLY)			
appropriate, f	or downloading	and	d subsequent	storage of			WR-ALC/LHE	0	0	Х
	Warner Robins		=	_			ASC/YCD	0	0	Х
Management Inf	ormation Contr	ol:	System (JEDMI	CS). The			ASC/YCE	0	0	Х
	ll utilize PSN						ASC/YCL	0	0	Х
facilitate del	ivery for the	life	e of this con	tract,						
unless the Gov	ernment requir	es a	an alternate	form of						
delivery, such	as CD-ROM or	ape	rture cards,	mutually						
agreed to by t	he Government	and	the contract	or, to						
handle special	limited deliv	ery	cases.							
c. Block 4:	DID is tailore	d as	s follows:							
	ractor or subc		ractor's equi	valent						
drawing format	is acceptable									
(0) 5 7 4	1 1	0 1	10 0 10 2	- I						
	e paragraphs 1									
with the follo										
	ssociated lists, MBD data set, Data Lists and index Lists shall meet the requirements of Boeing C-17									
Drawing Requir	ements Manual(!-17 DRM, or su									
DRM.	. I DEM, OI SU	الاتانىدا	irciactor s eq	urvareiil						<u> </u>
DIGIT.										
							TOTAL	0	0	Х
G. PREPARED BY		001:=:=	1		ATE	1				
GARY D. REECE ENGINEERING DAT	A MANAGER		24-Apr-02	GERRY P. I CHIEF SPE				24-	Apr-02	

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A. CONTRACT LINE IT	TEM NO.	B. E	XHIBIT		C. CAT	ΓEGORY:					ж Е.		
D. SYSTEM/ITEM		С	E. CONTRACT/P	R NO	TDP	F. CONTI	TM RACTOR	'	OTH	ER E			
C-17 PROD FOLLOW-0	ON		F33657-02-C-200			BOEING	KAOTOK						
	. TITLE O F DATA ITE Drawings, Engineerin		Associated Lists			3. SUBTITI	LE						
4.AUTHORITY (Data Acqui DI-E-7031/T	isition Document No.)		5. CONTRACT REFE SOW Paras 4.A &				6. REQUIRING ASC/YCC	G OFFIC	E				
7. DD 250 REQ 9	DIST STATEMENT	10.	. FREQUENCY	12. DATE OF F	IRST SUE	BMISSION	14.	DISTR	IBUTI	ON			
DD	REQUIRED		BLK16	BLK 16					b. Co	OPIES			
8.APP CODE	D	11.	. AS OF DATE N/A	13.DATE SUBS SUBMISSION	EQUENT BLK 16		a. ADDRESSEE			Final			
								Dr	aft	Reg	Repro		
16. REMARKS													
(2) 01				1									
	ectronic Engir												
3D Electronic Mo	_		-										
be in compliance C-17 Unigraphics		_	-	_									
	eering drawing												
	o data sets shall conform to the C-17 Digital Data												
	livery Requirements document dated 11 Jan 02,												
attached hereto	•												
. (5) Dougla													
Material Specifi	igations (DMS)		and Douglas B	rogegg									
Material (DPM)													
conform to Adobe													
specified in the			•	<i>DI</i>									
Requirements do				hed									
hereto. These do			· ·										
legend specified	d at Special E	rov	vision H019(b).									
. (6) The Da	ata Content Li	st	(DCL) and/or	Data									
Format Interface													
via the C-17 PSN	-	_											
the C-17 Digital		_	-	document									
dated 11 Jan 02	, attached her	reto	O.										
. (7) Engir	neering Drawir	ac	and accordat	ed lists									
when requested h													
deliveries, shall													
Delivery Require													
attached hereto													
. (8) The cor	ntractor shall	_ pı	covide access	through									
PSN for operation	on and trainir	ng c	documentation	for PSN									
and MBD usage ar	nd MBD interpr	reta	ation.										
							TOTAL		0	0	X		
C DDEDARED BY			H DATE	I ADDDOVED	DV		TOTAL				Х		
G. PREPARED BY GARY D. REECE ENGINEERING DATA	MANAGER	H. DATE 24-Apr-02 I. APPROVED BY GERRY P. HOLLIN CHIEF SPEC, AUD						•					

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A. CONTRACT LINE	ITEM NO.		XHIBIT	EGORY:	Officer for the Co	Jillacirri	V INO. IISI	eu III biot	KE.		
		С			TDP		TM		OTH	ER E	
D. SYSTEM/ITEM C-17 PROD FOLLOW	W-ON		E. CONTRACT/P F33657-02-C-200	-		F. CONT BOEING	RACTOR				
C-17 FROD TOLLOV	V-OIN		1 33037 -02-0-200	ı		BOLING					
1. DATA ITEM NO. C9002	2. TITLE O F DATA ITE Drawings, Engineerii		Associated Lists			3. SUBTIT	LE				
	equisition Document No.)		5. CONTRACT REFE	RENCE			6. REQUIR	ING OF	FICE		
DI-E-7031/T	O DIOT OTATEMENT		SOW Paras 4.A &		FIDOT OUR	MICOLONI	ASC/YCC		FDIDLIT	1011	
7. DD 250 REQ DD	9 DIST STATEMENT REQUIRED	10	. FREQUENCY BLK16	12. DATE OF BLK 16	FIRST SUB	SMISSION	14.	DIS	RIBUT h C	OPIES	
	REGUIRED		DEIXTO	DLIC TO					b. 0	01 120	
8.APP CODE	D	11.	. AS OF DATE N/A	13.DATE SUI SUBMISSION	1		a. ADDRESSE	ĒΕ		Final	
					BLK 16				Draft	Reg	Repro
16. REMARKS											
d. For items,	components, or	r pi	rocesses newl	У							
	lex lists shall										
	Lists shall be										
	pproves as Sou	_	=								
_	(SMR) 'P' cod			nv end							
=	ort equipment,			=							
	, which are SM										
	, which are sm ta List is not										
	the Data List										
_	earing the part										
_	rts list shall										
fabrication le	evel and may be	int	tegral or sep	arate.							
					_						
	igital generat			=	-						
	ta made access			ctronic							
Contract Manag	gement System (ECMS	5).								
f. Blocks 10,	12 & 13:										
(1) New	and revised Bo	≥ind	a drawings a	ggodiated	1						
	ncorporated ch				•						
•	rered via the C	_		_							
	nonth, when off				1						
	itractor drawing		-								
	l changes shall				•						
-	east quarterly.	DC	aciiverea vi	a ciic							
C I/ FBN ac ic	asc quarterry.										
. (2) Engi	neering data d	ani/	rting items o	enerated							
	_	_									
under PE/PI PTPs and retrofit items generated under the Flexible Sustainment contract, authorized by											-
	l support equip Linment contrac										-
	accessed in ac										-
delivered and	accessed In ac	JOP	iance with th	TR CDKT.							-
											-
							TOTAL		0	0	Х
G. PREPARED BY			H. DATE	I. APPROVE	D BY		IOTAL				
GARY D. REECE	A MANACED		24-Apr-02	P. HOLLING	OLLINGSHEAD 24-Apr-02						
ENGINEERING DAT	A IVIAINAGEK			CHIEF 9	PEC, AUDI	IIO, DATA					

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A. CONTRACT LINE			XHIBIT	d form to the Govern		EGORY:	Jilicer for the Con	liact/FK i	IO. IISIE	a iii bioc	K E.
A. CONTRACT LINE	ITEM NO.	C.	УШ ОП		TDP	EGOR I.	TM		ОТНІ	ER E	
D. SYSTEM/ITEM			E. CONTRACT/P	R NO.	101	F. CONT			<u> </u>		
C-17 PROD FOLLOV	V-ON		F33657-02-C-200	_		BOEING					
1. DATA ITEM NO.	2. TITLE O F DATA IT					3. SUBTITI	.E				
C9002	Drawings, Engineer			DELLOS			La BEQUIDITA	0.0551			
4.AUTHORITY (Data Ac DI-E-7031/T	quisition Document No.)		5. CONTRACT REFE SOW Paras 4.A &				6. REQUIRIN ASC/YCC	GOFFIC	ΣE		
7. DD 250 REQ	9 DIST STATEMENT		. FREQUENCY	12. DATE OF FI	RST SUB	MISSION	14.	DISTR	IBUTI	ON	
DD	REQUIRED		BLK16	BLK 16						OPIES	
		<u> </u>									
8.APP CODE	D	11	. AS OF DATE N/A	13.DATE SUBSI	EQUENT		a. ADDRESSEE			Final	
			14/71		BLK 16						
								Dr	aft	Reg	Repro
16. REMARKS											
. (3) In t	he event that	dime	ensions of st	ructures o	r						
structural ite	ms defined by	und	imensioned								
drawings, shou				nt for							
competitive re	=	_									
=	=		=								
Government man	•			•							
directed by a											
scale, stable	=		=	=							
upon receipt o	f a PCO reques	st le	etter, or add								
'reference' di	mensions to th	ie a:	ffected undim								
drawings and d	eliver them in	di	gital media o								
media agreed t			_								
within 90 days											
within 50 days	upon receipe	OI (a reo requese	iccici.							
. (4) The	contractor DCI	sh	all be made a	ccessible							
via the C-17 P	SN. indicating	rif	the shipment	is							
incremental or			one purpose								
Incremental of	IIIIaI SIIIpillei										
T. 1		7 /									
	y developed an										
developmentall											
documented by	engineering dr	awiı	ngs and assoc	iated							
lists or MBD d	ata sets, whic	h p	rovide comple	te design							
disclosure inf	ormation to en	abl	e another man	ufacturer							
to produce the	physical and	per	formance								
characteristic	s of the curre	ntl	y used item w	ithout							
the need for a	dditional desi	gn (effort, addit	ional							
design data, o											
activity. The											
shall reflect	_		_								
of design matu											
support of qua											
necessary to p	=		=								
interchangeabl	e to the curre	ntl	y used items.								
							TOTAL		0	0	Х
G. PREPARED BY			H. DATE	I. APPROVED E	3Y		1		J. DA	TE	
GARY D. REECE	A MANIA 0=5		24-Apr-02			OLLINGSHEAD 24-Apr-02					
ENGINEERING DAT	A MANAGER			CHIEF SPE	C, AUDI	HS, DATA					

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A. CONTRACT LINE	ITEM NO.		XHIBIT	a form to the Gove		EGORY:	Officer for the Cor	III aci/Fr	INO. IISU	eu III biot	KE.
		С			TDP		TM		OTH	ER E	
D. SYSTEM/ITEM C-17 PROD FOLLOW	V-ON		E. CONTRACT/P F33657-02-C-200			F. CONT BOEING	RACTOR				
1. DATA ITEM NO.	2. TITLE O F DATA ITE		Accordated Lieto			3. SUBTIT	LE				
C9002 4 AUTHORITY (Data Ac	Drawings, Engineerir quisition Document No.)		5. CONTRACT REFE	RENCE			6. REQUIRIN	IG OFF	ICF		
DI-E-7031/T	quiottori Boodinont (40.)		SOW Paras 4.A &				ASC/YCC		102		
7. DD 250 REQ	9 DIST STATEMENT	10	. FREQUENCY	12. DATE OF	FIRST SUB	MISSION	14.	DIST	RIBUT		
DD	REQUIRED		BLK16	BLK 16					b. C	OPIES	
8.APP CODE	D	11.	. AS OF DATE N/A	13.DATE SUBSUBMISSION			a. ADDRESSEE			Final	
					BLK 16				Draft	Reg	Repro
16. REMARKS		1									
h. When compl	eted items and	cor	mponents are	procured							
from vendors c	r taken from G	ovei	rnment stock	and							
altered by the	design activit	ty,	they shall b	e							
documented by	Altered Item D	raw	ings. The Al	tered Ite	m						
part numbers a	nd the FSCM/CAG	GE (codes of the	design							
activities res	ponsible for th	ne a	alterations s	hall be							
referenced on	the assembly d	raw	ings to which	ıs							
and components											
-											
i. Standards	or vendor items	s, c	components, a	nd							
	newly developed		-								
for the C-17 s	hall be documen	nted	d as follows:								
(1) Whom	the II C Corre		ant atandarda	TT C							
	the U.S. Gove: try Association			-							
	tandards provi			_							
					٦						
	dentify and reg om commercial so										
=	l be reference			_							
` ,	tems and compo			y drawing	5						
to willti the I	cells and collipor	ieir	is appry.								
. (2) When	manufacturers	٠ ٥:	atalogue part	numhera							
	codes are adeq										
	all be reference		-	•							
	ich the items a										
a_a,,,,	.1011 0110 100			FF-1·				-			
. (3) When	an item or com	ກດຕາ	nent develope	d at							
	se does not meet	_	-					-			
	(1)&(2) above,										
	gs shall be pro										
	l items on high										
	l be by the co							+			<u> </u>
	AGE code of the							+			
22.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2		- P-	-1	4 *				+			<u> </u>
							TOTAL		0	0	Х
G. PREPARED BY			H. DATE	I. APPROVE			1		J. D		L
GARY D. REECE ENGINEERING DAT	A MANAGER		24-Apr-02		LINGSHEAD 24-Apr-				Apr-02		

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20503. Please DO NOT RE	TURN your form to either of the	iese a	ddresses. Send complete	ed form to the Govern	nment Issuir	ng Contracting	Officer for the Cont	ract/PR No	o. liste	d in Bloc	ж Е.
A. CONTRACT LINE			regory:		_						
D CVCTEM/ITEM		<u>C</u>	E CONTRACT/D	D NO	TDP	E CONT	TM		HI	ER E	
D. SYSTEM/ITEM C-17 PROD FOLLOV	N-ON		E. CONTRACT/P F33657-02-C-200			F. CONTI BOEING	RACTOR				
C-17 I NOD I OLLOV	W-ON		1 33037-02-0-200	71		DOLING					
1. DATA ITEM NO.	2. TITLE O F DATA ITE	М	l			3. SUBTIT	LE				
C9002	Drawings, Engineering										
4.AUTHORITY (Data Ac DI-E-7031/T	equisition Document No.)		5. CONTRACT REFE SOW Paras 4.A &				6. REQUIRING ASC/YCC	G OFFICI	E		
7. DD 250 REQ	9 DIST STATEMENT		. FREQUENCY	12. DATE OF F	IRST SUE	BMISSION	14.	DISTRIE	BUTI	ON	
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0 ADD CODE		44	. AS OF DATE	13.DATE SUBS	COLIENT		- ADDDECCE	-	-	F!I	
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					BLK 16						
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16. REMARKS											
j. In additio	on to the engine	eer	ing data requ	ired by							
paragraph 16i(3) above, the	con	tractor shall	, for							
reparable item	ns developed at	pr	ivate expense	that are							
depicted by co	ntrol drawings	, fi	urnish assemb	oly							
	parts lists in s										
	reparable level										
	assembly drawin			-+							
	n subcontracto			-+							
				-							
=	a part of the (_							
structure, and	l are not subjec	ct i	to the requir	rements of							
the Boeing DRM	or paragraph 1	1.6m	below.								
0110 2002119 214	. or paragraph.		2010					-			
k. When Engin	neering Change 1)roi	nogala (ECDa)	add newls	,			-+			
			=	_				-+			1
=	ns, components o		=					-			
	y modify items							-			
	em developed for										
	oplicable Specia				-						
• • •	all be furnished										
	evelopmentally r										
	of the data that										
	nded newly devel				•						
processes, or	the Government	-fui	nded developm	nentally							
modified porti	ons of the exis	sti	ng items, com	ponents or	:						
processes, sha	all be prepared	in	accordance w	ith Boeing	ſ						
C-17 DRM or eq	quivalent subco	ntra	actor's proce	dures, and	l						
shall provide	full design dis	scl	osure. In ad	ldition,							
for the portion	ons newly develo	pe	d or developm	entally							
modified with	Government fund	ds,	an Altered I	item							
drawing(s) sha	all be generated	d ai	nd furnished	to the				\neg			
• • •	.ch shall depict							-			
	n accordance w							$\overline{}$			†
	ocontractors' p		_					-+			
		(-+			
							1	-+			
							TOTAL		0	0	Х
G. PREPARED BY			H. DATE	I. APPROVED	BY		J. DATE				
GARY D. REECE			24-Apr-02	GERRY P.		GSHEAD				Apr-02	
ENGINEERING DAT	A MANAGER		·	CHIEF SPE	C. AUD	ITS. DATA				•	

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C-17 DIGITAL DATA DELIVERY REQUIREMENTS

11 JANUARY 2002

CONTRACT: F33657-02-C-2001

CDRL NO. C9002

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Critical technology 1996.

Other requests for this document must be referred to ASC/YCC.

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SECTION 1

1.0 Introduction

1.1 Purpose

This document and CDRL C-9002 specifies the data package delivery requirements for the C-17 weapon system with the intent of ensuring the successful loading, indexing, access and retrieval with the initial operational and accepted JEDMICS issued suite of hardware and software for the Air Force.

1.2 Scope

This document addresses the delivery of engineering drawings and associated data in Raster and PDF formats for C-17 weapon system program. Two options are described for delivery of engineering data: (1) MIL-STD-1840B and (2) Data Format Interface Specification (DFIS). This document does not address the acquisition of data formats outside of the capabilities inherent to the current version of JEDMICS hardware and software; nor is this document all-inclusive in its instruction for delivering data to JEDMICS. The contractor must refer to the contract and the referenced documents for complete requirements.

1.3 Background

1.3.1 JEDMICS 2.5.X Capabilities

JEDMICS release 2.5.X is the current operating version of JEDMICS for the Air Force. It supports the delivery of digital images in multiple formats. The standard JEDMICS viewers and output devices support the C4 format. All other formats rely on separate software resident on the user's personal computer or workstation for viewing or printing. For this reason, MIL-PRF-28002 Type 1 files are converted to Type 4 (C4) format before storing data in JEDMICS.

2.0 References

2.1 General

The documents listed in this section include the references needed to meet the requirements defined in this specification. While every effort has been made to ensure the completeness of this list, document users shall meet all applicable requirements specified in this specification, whether or not references are listed in this paragraph.

2.2 Specifications

The following specifications form a part of this document to the extent specified herein. Unless otherwise specified, the version of these documents are those listed in the issue of the Department of Defense Index of Specifications and Standards (DODISS) and supplement thereto, cited in the solicitation.

- **2.2.1 MIL-PRF-28002B.** *Military Specification Raster Graphics Representation in Binary Format, Requirements of, 14 Dec 92.*
- **2.2.2 FIPS PUB 150.** Telecommunications: Facsimile Coding Schemes and Coding Control Functions for Group 4 Facsimile Apparatus, 4 Nov 88.
- **2.2.3** MIL-STD-1840B. Military Standard Automated Interchange of Technical Information, 3 Nov 92.

2.2.4 ISO 9660. Information Processing - Volume and File Structure of CD-ROM for Information Interchange, September 1988.

2.2.5 DODD 5230.24. Department of Defense Directive #5230.24, Distribution Statements on Technical Documents dated 18 March 1987.

2.2.6 MIL-HDBK-331. Directory of DOD Engineering Data Repositories

(Unless otherwise indicated, copies of federal and military specifications, standards, and handbooks are available from the Defense Printing Service, 700 Robbins Avenue, Building 4D, Philadelphia, PA 19111-5094).

2.3 Order of Precedence

In the event of a conflict between CDRL C-9002 and this document, the CDRL takes precedence. In the event of a conflict between the text of this document and the lower tier references cited herein, the text of this document takes precedence. Nothing in this document, however, supersedes applicable laws and regulations unless a specific exemption has been obtained and approved by the contractor, contracting officer, and repository point-of-contact (POC).

3.0 Data Package

The data shall be contained in a data package. The data package may be either of the two formats: MIL-STD-1840B or DFIS. When uncompressed, the contents of the data package shall be structured the same as contents of compact disk (CD) data. The data contained on a CD is referred to as a CD image or data package. As such, instructions for CD data shall apply to the C-17 on-line data delivery. The data package shall contain as a minimum the files specified in respective section for the type of delivery. MIL-STD-1840 data packages shall contain as a minimum the Transfer Unit Declaration File Records and the data files. The DFIS data packages shall contain as a minimum the Volume Identifier File, Metadata file, DCL file, and Data files.

3.1 Data Files

Data files shall be prepared in raster data format for drawing information and as Portable Document Format (PDF) for Specifications. Book Form drawings and associated documents may be delivered in PDF. Data delivered in PDF shall continue to be delivered in PDF unless the change is mutually agreed to between the government and the Contractor.

3.1.1 Raster Binary Data

The digital representation of raster graphics shall be prepared in accordance with the JEDMICS C4 Specification or MIL-PRF-28002, Type 1, Untiled Raster Graphics Data (Default Mode). Delivery in either format is acceptable, however C4 is preferred. Specific requirements for Type 1 raster binary data blocks requires that the binary blocks following the header record use CCITT Recommendation Group 4 compression encoding.

3.1.1.1 Bit and Octet Structure of Type I Raster Files¹

MIL-PRF-28002B does not specify the bit and octet structure of Type 1 files. In the absence of a specification, the contractor shall comply with the following.

6

¹ JEDMICS-O-002 Original Issue, para 3.1

3.1.1.1.1 Use FIPS PUB 150 to encode lines

Encode the lines of bits into Type 1 in accordance with MIL-PRF-28002B paragraph 3.1 page 4, except that the contractor shall not use the uncompressed escape option in paragraph 3.1.2.4 page 5.

3.1.1.1.2 Dimension to double octet boundaries

Encode Type 1 with a pel path dimension and a line count dimension which are multiples of 16 pels. MIL-PRF-28002B paragraph 3.1.2.1 page 5 specifies dimensions which are multiples of eight pels, but deliveries DSREDS, EDCARS, and JEDMICS have fewer rejects when files are dimensioned to multiples of 16 pels as a minimum.

3.1.1.1.3 Use one and zero in bit map as specified

Encode Type 1 so that zero bits represent background and one bits represent information (MIL-PRF-28002B paragraphs 3.1.2.2 page 5 and 6.3.11 page 18).

3.1.1.1.4 Order bits within octets

Encode Type 1 files with a bit ordering of most significant bit (MSB) to least significant bit (LSB) within each octet (MIL-PRF-28002B paragraphs 3.1.2.3 page 5 and 6.3.5 page 14).

3.1.1.2 Raster Data File Header Records

Files of Type 1 raster binary data are initiated by a data block containing header records that characterize the image encoded by the raster data. The header record shall be have the following fields populated as a minimum: Raster Image Orientation; Raster Image Pel Count; and Raster Image Density. Population of Source Document Identifier "srcdocid: " data field as well as the remaining fields in the MIL-PRF-28002 raster image header records are optional when delivering the DFIS data package.

3.1.1.2.1 Raster Image Orientation

Raster image orientation is dependent on the orientation of the scanned medium relative to the scanning mechanism. For typical scanning of technical documentation the pel path direction shall be 0 degrees and the line progression shall be 270 degrees. The permissible values for the pel path direction are "0", "90", "180", and "270". The permissible values for line progression are "90" and "270". The default values A-size portrait documents shall be "0" for the pel path direction and "270" for the line progression. The default values for other than A-size portrait documents shall be "90" for the pel path direction and "270" for the line progression.

3.1.1.2.2 Raster Image Pel Count

Raster image pel count shall be utilized to identify the dimensions of the original image in a coordinate system defined by the pel path and line progression directions. The dimensions shall be a set of two positive integers (i.e. rpelcnt: 003968,004950). See Table 9-1.

3.1.1.2.3 Raster Image Density

Raster image density shall be 200 pels per inch.

3.1.1.3 Raster Image Quality Requirements

All contractual requirements shall be met to assure proper acceptance of raster image data in the automated repository. The Contractor is responsible for the performance of all inspections to include certifying that all tests for reduction ratio, resolution, centering, spacing, and background density have been performed when submitting raster image data. Inspection and acceptance of raster images will be based upon compliance with the following:

- a. Image shall be clear and legible when viewed at a 1 to 1 ratio.
- b. Digital image representation of information contained in the source engineering data item will be complete, provide for the integrity of included characters/symbols and line continuity as applicable, and be free of defects such as blurring and excessive lightness or darkness. The intent of digital image legibility criteria is to provide the approving Government agency digital images that are "human readable without recourse to additional interpretation".
- c. All document sheets that are 34 inches x 44 inches (E Size) or smaller shall be represented by a single digital image. A single drawing sheet that is larger than E Size shall require representation by more than one digital image, each image representing a "digital image frame" of the drawing sheet. See Table 9-1 for drawing sizes and frame sizes by raster pel count.
- d. Documents larger than E-size shall have frames overlapped not less than 1.0 inch on each end of frame.
- e. All digital image frames, with the exception of the first (which contains the drawing sheet identification to include the Drawing Number, CAGE Code, Revision Letter, and Sheet Number) shall contain drawing sheet number identification. This information shall be located within the drawing sheet borders, lower center if possible, such that the information does not interfere with the engineering data.

3.1.2 PDF Data

Boeing Book Form drawings, Process Specifications, Material Specifications, and Associated Lists may be delivered in Adobe Portable Document Format (PDF) version 1.2.

3.1.3 Data Contents List

A Data Contents List (DCL) shall be placed in the root directory of each data package. The DCL shall be used with both the MIL-STD-1840 deliveries and the DFIS type deliveries. The following fields shall be included in the Data Contents List as tab delimited ASCII text:

Shipment Type (incremental, update or final) Transfer Set Name Transfer Unit Name Transfer Unit Data File Name Document Type Document Identifier
Cage Code
Revision Letter
Accompanying Document Kind
Accompanying Document Identifier
Accompanying Document Revision
Image Number
Total Images
Sheet Number
Drawing Size

4.0 Media Delivery

The primary mechanism for delivering the data package shall be on-line via web interface to the C-17 Parts Structure Navigator (PSN). Boeing Company shall provide data for downloading via a secure socket layer (SSL) connection that allows for encryption of data in transmission. Data shall be delivered on CD media as a backup solution to on-line delivery in the event of on-line delivery difficulty.

4.1 Compact Disk Physical Media.

The CD media shall be compliant with ISO-10149, ISO-9660, directory naming, file naming and data structure requirements provided herein. The contractor, contracting officer, and repository Point of Contact (POC) shall agree to the location, arrangement, or other structuring of transfer packages on the medium in writing prior to any delivery of data.

4.2 Compact Disk Directory and File Structure

4.2.1 Directory and File Names

The CD media file naming, file types, and file structure shall be implemented in accordance with ISO-9660 and data requirements contained herein. Constraints imposed by ISO-9660 include:

- a. A directory name shall not exceed 8 characters.
- b. File names shall not exceed 8 characters with a 3-character suffix.
- c. The number of nested sub-directories shall not exceed 8.
- d. The compact disk media shall contain only one directory structure session. In other words, the CD shall be a single-session copy, not a multi-session copy. When a CD is written to a second or third time and multiple indices are created, some CD drivers cannot locate and read the second or third index.

4.3 Alternative Media

Other physical media, which support a hierarchical data file structure, may be used by mutual written agreement between the contractor, contracting officer, and repository POC.

5.0 Acceptance

5.1 Quality Assurance

All contractual requirements shall be met to assure proper acceptance of engineering data delivered into the automated repository. When Type 1 format files are delivered, any rejection of the image will be against the delivered Type 1 file. The contractor shall ensure the image is legible in accordance with paragraph 3.3.1.3 and properly scaled in accordance with Table 9-1.

5.2 Validation

Contractors delivering data shall be validated as to their ability to deliver said data in the format specified.

5.3 Delivery Media and Data Rejection.

Physical media or data delivered which does not meet the inspection and testing requirements herein will be rejected by the Government. Unreadable physical media or a data package with greater than 5 percent discrepancies will be returned to the originator with a memorandum explaining the reason for return. Original media will not be returned when a small portion of the data is rejected during quality assurance checks. Rather, the DFIS record for the image being rejected will be provided with reason for rejection noted on a memorandum to the originator; or in the case of a MIL-STD-1840 delivery, the header data information will be provided to identify the files of interest.

6.0 Packaging, Labeling, And Marking

6.1 Packaging

6.1.1 Physical Media Protection

It shall be the responsibility of the sender of compact disk media to package the media to adequately protect against dirt, moisture, and mechanical damage such as scratches or bending, and exposure to excessive light or heat. Since compact disks are optical media, no special electromagnetic field protection is required.

6.1.2 Other Media

Other paper documents (e.g. reports and tabulations), if used as part of a delivery package, shall be preserved and packaged in accordance with best commercial practices and in a manner that will afford protection against corrosion, deterioration, and physical damage during direct shipment to the first receiving activity.

6.2 Labeling

6.2.1 ISO 9660 Compliant CD media

All CD transfer media shall have a media label in accordance with ISO 9660.

6.3 Markings

6.3.1 Media Markings

All compact disk transfer media shall have identification information printed upon it identifying the contents of the media. The markings shall be accomplished using indelible ink. Gummed paper labels shall not be used due to potential contamination of computer equipment. Other transfer media shall be marked in accordance with the agreements made by the contractor, contracting officer, and repository POC.

6.3.2 Distribution Statement

The compact disk media shall be marked with the highest distribution statement code of any document contained within the media.

6.3.3 Delivery Package Markings

The delivery package shall be conspicuously labeled with a warning "Fragile, Optical Media, Keep Away From Excessive Heat or Light, Do Not Bend". The delivery package shall contain the receiving POC address.

7.0 Option 1. Detailed Instructions for MIL-STD-1840B Deliveries

The following information has been included to assist the programmer in filling out the records and preparing the document properly. Most of the information on filling out the document declaration file records and the data file header records comes verbatim from the references. Some additional notes have been added, in *bold italics*, for clarification and where requirements differ from the references.

7.1 General Instructions

Deliver data packages in MIL-STD-1840B format. Ensure that raster image files comply with MIL-PRF-28002B, Group 4, Type 1 (untitled) type format.

7.1.2 Transfer Unit Data File Header Records

The Transfer Unit Data File Header Records, sometimes referred to as "Raster data file headers", consist of the fields as listed in Table 7-1 below. This table was taken directly from Table IV in MIL-STD-1840B. Additional instructions have been added in *bold italic* text for clarification or exceptions to the standard.

TABLE 7-1. Transfer set data file header records.			
RECORD IDENT	RECORD NAME	DESCRIPTION	
specversion:	Specification version	A character string identifying the document number, revision level, change level, and date of the specification the data file is in accordance with. The date format shall be YYYYMMDD. Example: specversion: MIL-R-28002 19881220 ² Enter "MIL-PRF-28002B,0,19921214".	
srcdocid:	Source system document identifier	This is a character string used by the source system to uniquely identify this document (e.g., the technical publication number) to which this file belongs, comprises, or applies. 1. This character string shall be the same as the source system document identifier (srcdocid:) of the transfer unit declaration file except for product data transfer units. 2. For product data transfer units, the first 69 bytes of the "srcdocid: " header record shall be as specified in Table 7-2. The remaining bytes shall be padded with ASCII space characters or used as specified by contract or other form of agreement. This format facilitates the transfer of information included when the product data originates in aperture card form or is required for subsequent issue in that form. This record contains the hollerith data that is typically found on the aperture card. The data must be entered as shown in	

² JEDMICS-O-002 Original Issue, Appendix A, para 10

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	TABLE 7-1. 1	Fransfer set data file header records.			
RECORD IDENT	RECORD NAME	DESCRIPTION			
		paragraph 8.1.2.1, Filling Out The Data File Header, srcdocid.			
dstdocid:	Destination system document identifier	This character string shall be the same as the destination system document identifier (dstdocid:) of the transfer unit declaration file. The parenthetical words "(Multiple Documents)" shall be appended to the identifier if the entity is intended for use in more than one transfer unit. 3Place the CAGE for this transfer unit beginning position 11 of the dstdocid: record. Place a space (ASCII decimal code 032) in position 16 of the dstdocid: record. Place the DWG_NUM for this transfer unit beginning in position 17 of the dstdocid: record.			
datfilid:	Data file identifier	Not included for Raster files.			
moduleid:	Module identifier	Not required for Product Data Transactions.			
dtype:	Data type	This record shall contain an ASCII character string containing an integer that indicates the type or scope of the data contained in the file. The numeric representations will be integers beginning with "1" for each appropriate data specification. They shall be assigned sequentially to each type of data defined by the data specification (e.g., MIL-R-28002 defines Type I Raster and Type II Raster which are assigned dtype: of "1" and "2" respectively). Data types given in the data specifications shall be used. If no data type is given in the data specification, the ASCII character "0" (position 3/0 of the ASCII table) shall be used. For product data, enter the character string, "1".			
rorient:	Raster image orientation	Two, right-justified, three character strings separated by a comma specifying respectively the direction of the progression of successive pels along a line relative to the horizontal and the direction of the progression of successive lines relative to the pel path. If more than one value is applicable to the data file, the ASCII character string "MIXED" shall be used. Permissible and default pel path and line direction values are listed in MIL-R-28002. <i>Enter 000,270 for portrait images and 090,270 for landscape images</i> .			
rpelcnt:	Raster image pel count	Two, right-justified, six character strings separated by a comma specifying the integer count of pels in the pel path direction, and			

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 $^{^{\}rm 3}$ JEDMICS-O-002 Original Issue, Appendix A, para 30.1

TABLE 7-1. Transfer set data file header records.				
RECORD IDENT	RECORD NAME	DESCRIPTION		
		lines in the line progression direction. If more than one value is applicable to the data file, the ASCII character string "MIXED" shall be used. ⁴ Pel Count. Place the exact pel count for the image file, right justified and with enough leading zeroes to bring the length of the number to six ASCII characters, beginning in position 10 of the rpelcnt: record. Place a comma (ASCII decimal code 044) in position 16 of the rpelcnt: record. Line count. Place the exact line count for the image file, right justified and with enough leading zeroes to bring the length of the number to six ASCII characters, beginning in position 17 of the rpelcnt: record.		
		Note: Use actual image pel and line counts. Use the actual pel and line counts for type I files written to MIL-STD-1840B tapes for these attributes, including octets padded to comply with 8.1.1.2. Do not attempt to standardize the pel and line counts as described in MIL-PRF-28002B paragraph 6.3.2 page 12.)		
rdensty:	Raster image density	One, right-justified, four character string representing the numerical value of the raster image density. If more than one value is applicable to the data file, the ASCII character string "MIXED" shall be used. Permissible and default image density values are listed in MIL-R-28002. Although MIL-PRF-28002 lists permissible and default image densities, 0200 must be used for JEDMICS 2.5 deliveries.		
didid:	Data Item Description identifier	This record shall contain the applicable Data Item Description identification number. <i>This record is optional for Raster file types</i> .		
doccls:	Data file security label	Character string stating the security/sensitivity level or other restrictions on the data file. <i>Enter "UNCLASSIFIED"</i> .		
fosipubid:	PUBLIC identifier of an associated FOSI	Not included for Raster file types.		
notes:	Notes	Notes shall consist of free form text consistent with the number of characters permitted for records in this file.		

 $^{^{\}rm 4}$ JEDMICS-O-002 Original Issue, Appendix A, para 30.2

7.1.2.1 Filling Out The Data File Header, srcdocid.

The source system document identifier field generally creates the most difficulty, not because it is complicated, but because there are no utilities available which provide the capability to enter the required data and check it for errors. If your company has developed a utility for this purpose, then you have an advantage. This field contains the hollerith data required by the ALC in the format shown in Figure 7-1.

Table 7-2 provides information on filling out the source document identifier record. This table is taken directly from Table VI in MIL-STD-1840B. The information in *bold italic* print has been added for clarification or special instruction to make entries acceptable to JEDMICS.

	TABLE 7-2. Source system document identifier (srcdocid:) record content. ⁵			
Position	Data Element Name	Content		
1 -10	Record Identifier	The character string "srcdocid: " includes a "space" character in the tenth position following the colon.		
11-12	Document Type	Code identifying the document type that this image represents or is a part of. Use the "type code" specified in MIL-STD-804 unless otherwise specified by contract or other form of agreement. The Document Type field is used to hold the prefix of the document identifier. <i>Enter the two or three letter prefix assigned to the document.</i> The assigned prefix and unprefixed document number combine to make the complete document number. Do not enter a type code. Example: PL123 and MP123 are complete document numbers; 123 is the unprefixed document number; and PL and MP are prefixes. <i>If a prefix does not apply, leave the field NULL. Table 9-4 and Table 9-5 contain typical codes used as prefixes.</i> For Type 2 (Advanced) Engineering Orders (EOs), leave this field blank instead of entering the "1N" code.		
		JEDMICS will not accept "IN" as a valid code for this field.		
13-27	Document Identifier	Alpha numeric sequence assigned by the originating organization or as specified by contract or other form of agreement. This must be an identifier unique to the assigning organization (e.g., drawing number, parts list number, document identifier for a Defense Standardization Program document). Enter the document number less any prefix assigned to the document. A prefix as defined in this context is a prefix assigned per ASME Y14.34 (pl, dl, il, wl, id, al) and other similarly assigned prefixes. If the document is an accompanying document, enter the basic document number of the base document.		
28-32	CAGE Code	Commercial and Government Entity (CAGE) Code of the original design facility, agency, or company as indicated on the drawing or document. <i>Enter the CAGE code</i> , <i>left</i>		

⁵ MIL-STD-1840B

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	TABLE 7-2. So content. ⁵	urce system document identifier (srcdocid:) record		
Position	Data Element Name	Content		
		justified.		
33-34 a rj	Revision Letter	Sheet/image revision level - if there are multiple sheets/images to the document, then sheet/image one will identify the highest revision level of the set. Enter the sheet revision letter, right justified, for the specific sheet in the image. Do not use revision letters I, O, Q, S, X, and Z. Each image should have only one sheet. If the revision level is numeric, convert to an alpha character using Table VII in MIL-STD-1840B. If a dash (-) has been used in the revision block, do not enter. Leave blank. For Type 2 (Advanced) Engineering Orders (EO), enter a code to reflect the last drawing revision letter (Type 1) instead of the revision letter of the current EO.		
		NOTE - When a multi-page document or multi-sheet drawing has two, three or more pages/sheets contained in a single frame of microfilm, the frame revision shall be the highest revision of the included pages/sheets. Microfilming more than one page/sheet in a single frame of microfilm shall not be done unless directed otherwise by the procuring activity.		
35-36 a/n	Accompanying Document Kind	Code identifying the type of document accompanying the document identified in position 11-34. Use the "type code" specified in MIL-STD-804 unless otherwise specified by contract or other form of agreement. (This is used to identify accompanying and related ECN's, etc.) Because MIL-STD-804C has been canceled, the information referenced is included in Table 9-3. Follow the instructions of the procuring activity. If the procuring activity directs this field to be completed, then use the codes listed in Table 9-3.		
37-43 a/n	Accompanying Document Identifier	Alpha numeric sequence assigned by the originating organization or as specified by contract or other form of agreement. This must be an identifier unique to the assigning organization (e.g., drawing number, parts list number, document identifier for a Defense Standardization Program document). When applicable, enter the number assigned to an accompanying document. In the case of Type II EOs, enter "ADV-(revision letter of EO)". If not applicable,		

	TABLE 7-2. Source system document identifier (srcdocid:) record content. ⁵			
Position	Data Element Name	Content		
		leave blank.		
44 a	Accompanying Document Revision	Accompanying document revision level - if the revision level is numeric, convert letter to an alpha using Table 9-2. When applicable, enter the accompanying document revision letter, otherwise leave blank. Do NOT enter a dash (-).		
45-48 a/n	Weapon System Code	Code assigned to the weapon system by contract. <i>Enter</i> "LD".		
49-52 n	Image Number	Number assigned to the image in accordance with Table 9-2. Must be greater than zero. Enter "0001" for all drawings of size "A" through "E". Enter "0001", "0002", "0003", etc. for the multiple overlapping frames used for drawings larger than 34 inches by 44 inches.		
53-56 n	Total Number of Images	The total number of file images per individual sheet-page of a document shall be used, (for Army this equals images for a specific number of drawing revision level). <i>Enter the total number of frames which comprises each sheet within a drawing.</i>		
57	Data Rights	A code identifying the data rights associated with the document. This code shall be specified by contract or other form of agreement. Enter "U" for unlimited or "L" or limited unless indicated otherwise by contract. Enter "K" for C-17 data marked Government Purpose Rights (GPR). Do NOT leave blank.		
58-59	Control Activity	Use the code listed in MIL-HDBK-331 for the control activity identified by contract or other form of agreement. Use one of the ALC codes listed in Table 9-6.6		
60	Format Code	Identify the format code (H or T format as defined in MIL-STD-804) to be used when punching the data of this record on an aperture card. <i>Enter "H"</i> .		

⁶ Ref MIL-HDBK-331D

	TABLE 7-2. Source system document identifier (srcdocid:) record content. ⁵		
Position	Data Element Name	Content	
61	Security Classification	Identify the security classification assigned to the sheet/image. Use the appropriate code as specified by contract or other form of agreement. <i>Enter "N"</i> . <i>Only unclassified images are allowed</i> .	
62-65 rj	Sheet Number	A document sheet/page identification shall be used - see Table VIII in MIL-STD-1840B. Enter the sheet number applicable to the respective sheet within the drawing associated with the document number identified in columns 13-17.	
66-67 rj	Drawing Size	Identify the drawing size. (Acceptable size codes are A to K and A4 to A0). Enter a drawing size corresponding to the image identified by the Raster pel count. Acceptable sizes are "A" through "E". Use "E" for frames of drawings other than "A" through "E".	
68	Distribution	Identify the distribution code in accordance with DODD 5230.24. Enter the single character code designator that represents the distribution statement cited on the document or specified in Block 9 of the DD Form 1423 for the TDP of which the document is a part or as directed by the contracting officer.	
69	Data Control Code	Identify the export data control code in accordance with DODD 5230.24 . <i>Leave Blank</i> .	
70-128	Filler	These positions are not used in for product data transfer units. Pad with ASCII space character (decimal code 032).	

LEGEND: a = alpha character followed by blanks.

rj = right justified.

n = numeric with leading zeroes.

a/n = alpha/numeric followed by blanks.

7.1.3 Transfer Unit Document Declaration File

The document declaration file, referred to as "Transfer Unit Declaration File Records" in MIL-STD-1840, provides information about the identifications, source, destination, classification, etc. of the document and gives a count of the files in the set of files that make up the complete document. The document is equivalent to a directory with a header containing descriptive information about the files it contains. Each record must be padded with spaces (ASCII decimal code 032) to the record length to 128 characters. Table 7-3 is taken directly from Table I in MIL-STD-1840B. The information in *bold italic* print has been added for clarification or special instruction to make entries acceptable to JEDMICS. The document declaration header consists of the following records:

⁷ MIL-STD-1840B, para. 5.3.1

⁸ JEDMICS-O-002 Original Issue, Appendix A, para10

TABLE 7-3. Transfer unit declaration file records ² .		
RECORD ID	RECORD NAME	DESCRIPTION
version:	Version	A character string containing the military standard, revision level, change level, and effective date of the revision of the standard under which the transfer unit is transmitted. For transfer units transmitted under this standard, the character string shall be: version: MIL-STD-1840B, 0, 19921103
srcsys:	Source system	A character string containing the name, address, and other information as specified by contract or other form of agreement needed to identify the system from which the transfer unit originated. ¹⁰ Place the source system coding scheme code in position 9 of the srcsys: record. The only valid source system coding scheme code as of this writing is 0 (ASCII decimal code 048). Zero means the source system identifier is a commercial and government entity (CAGE) code. Place a space (ASCII decimal code 032) in position 10 of the srcsys: record. Place the CAGE of the activity which operates the source system beginning in position 11 of the srcsys: record.
srcdocid:	Source system document identifier	The character string used by the source system to uniquely identify a document (e.g., a technical publication number, engineering drawing number, or database file set identifier). 11 Place the CAGE for this transfer unit beginning in position 11 of the srcdocid: record and in position 11 of the dstdocid: record. Place a space (ASCII decimal code 032) in position 16 of the srcdocid: record and in position 16 of the dstdocid: record. Place the DWG_NUM, if applicable, for this transfer unit beginning in position 17 of the srcdocid: record and in position 17 of the dstdocid: record.
srcrelid:	Source system related document identifier	A character string used by the source system to identify another document to which this document is closely related (e.g., this document is a supplement to another document). <i>If none, enter "NONE"</i> .
chglvl:	Change/revision	A character string indicating the revision, change level, and

⁹ MIL-STD-1840B ¹⁰ JEDMICS-O-002 Original Issue, Appendix A, para 20.1 ¹¹ JEDMICS-O-002 Original Issue, Appendix A, para 20.2

Т	TABLE 7-3. Transfer unit declaration file records ² .		
RECORD ID	RECORD NAME	DESCRIPTION	
	level and date of the document or product data	date of the change to the document or product data in the following format: chglvl: CHG TYPE, REV LEVEL, CHG LEVEL, DATE (See table II in MIL-STD-1840B for an explanation of each entry for this record. The date format shall be YYYYMMDD/HHHH:SS.)	
dteisu:	Date of issue of the document	This shall be the date and time of issue of the original document or the latest revision to the document. Date/time format shall be YYYYMMDD/HHHH:SS.	
dstsys:	Destination system	A character string containing the name, address, and other information as specified by contract or other form of agreement needed to identify the destination system to which the transfer unit is going. (Example: JEDMICS System, SA-ALC/TILC, Kelly AFB, 78241-5000). Get this information from the contracting officer.	
dstdocid:	Destination system document identifier	A character string used by the destination system to uniquely identify this document. This shall be the service or agency document number if one exists (e.g., a technical publication number or title, engineering drawing number, or database file set name). 12 Place the CAGE for this transfer unit beginning in position 11 of the srcdocid: record and in position 11 of the dstdocid: record. Place a space (ASCII decimal code 032) in position 16 of the srcdocid: record and in position 16 of the dstdocid: record. Place the DWG NUM, if applicable, for this transfer unit beginning in position 17 of the srcdocid: record and in position 17 of the dstdocid: record.	
dstrelid:	Destination system related document identifier	A character string used by the destination system to identify another document to which this document is closely related (e.g., this document is a supplement to another document). <i>If none, enter "NONE"</i> .	
dtetrn:	Date of transfer	The date the transfer unit was transferred by the source	
-	1	1	

¹² JEDMICS-O-002 Original Issue, Appendix A, para 20.2

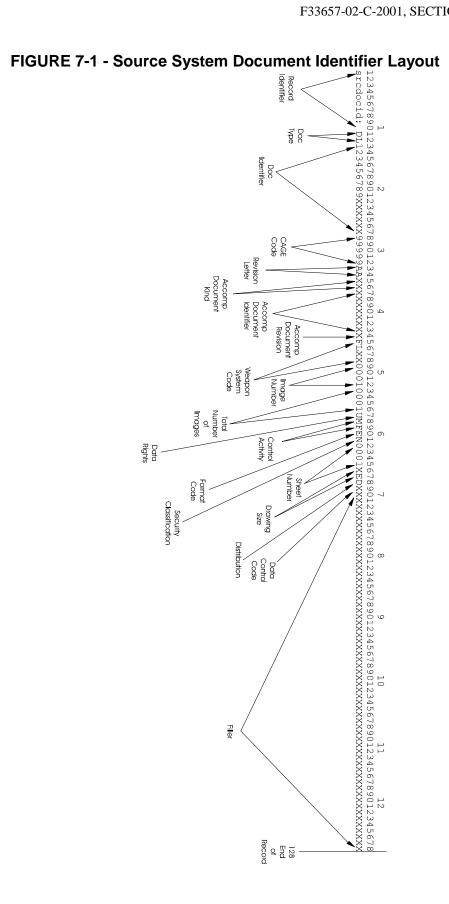
TABLE 7-3. Transfer unit declaration file records ² .		
RECORD ID	RECORD NAME	DESCRIPTION
		system to the transmission media. Date format shall be YYYYMMDD/HHHH:SS. ¹³ Place the date and time of transfer beginning in position 9 of the dtetrn: record. Format the date and time as ccyymmdd/hhhh:ss.
dlvacc:	Delivery accounting	Free form record giving delivery information specified by contract or other form of agreement, such as contract number, CDRL item, etc. <i>Get this information from the contracting officer for specific entries.</i>
filent:	File count	A character string count of the numbers of each type of data file in the transfer unit. Precede each file count with the letter from table III in MIL-STD-1840B, used in the "data file name" to identify the type of file. Follow each number with a comma, except for the last. Spaces may be used as additional separators after each comma. For example, a record containing the string "T8, Q4, C1, R1" would indicate the transfer unit includes eight text files, four IGES files, one CGM file, and one raster illustration file. If there are no files of a particular type in a transfer unit, then the letter and file count are omitted. ¹⁴ Place the capital letter R (ASCII decimal code 082) in position 9 of the filent: record. Place the number of transfer unit data files in this transfer unit beginning in position 10 of the filent: record.
ttlels:	Title security label	A character string stating the security/sensitivity level or other restrictions on the title of the document. <i>Only unclassified information is allowed for delivery to JEDMICS. Enter "UNCLASS"</i> .
doccls:	Document security label	A character string stating the highest security/sensitivity level or other restrictions on any file in the transfer unit. Only unclassified information is allowed for delivery to JEDMICS. Enter "UNCLASS".
doctyp:	Document type	A character string used by the source system to uniquely identify a document or engineering drawing type (e.g., supplement, job guide, schematic diagram, work card,

¹³ JEDMICS-O-002 Original Issue, Appendix A, para 20.3 ¹⁴ JEDMICS-O-002 Original Issue, Appendix A, para 20.4

T	TABLE 7-3. Transfer unit declaration file records ² .				
RECORD ID	RECORD NAME	DESCRIPTION			
		assembly drawing, etc.). Enter the specific type of engineering drawing document, i.e., Parts list, Assembly, Vendor Item Drawing, etc. This is not required but following this procedure helps to logically group the data on the recording media.			
docttl:	Document title	A character string identifying the document (e.g., a technical publication or engineering drawing title). Enter the name of the document reflected in the title block of the drawing or document, i.e., Panel, Door, RH Cover, etc.			
transacttyp:	Transfer unit type	A character string specifying the transfer unit type. Allowable transfer unit types shall be one of the following: PAGE IMAGE, PDL, SGML, PRODUCT DATA, MISCELLANEOUS Enter "PRODUCT DATA."			

NOTE:

All date and date-time entries shall use the YYYYMMDD/HHHH:SS format, where YYYY is the calendar year, MM is the month, DD is the day of the month, HHHH is the hour using a 24 hour clock and SS is the seconds. All time references are based on Greenwich Mean Time (GMT).



8.0 Option 2. Detailed Instructions for DFIS Deliveries

8.1 Volume Identifier File

Each data package shall contain a Volume Identifier File named VOLUMEID.TXT located at the root level of the file structure. The file shall contain, as a minimum, the Sender_Activity, sender POC fields, Security_Classification and Distribution_Restrictions field. The Security_Classification and Distribution_Restrictions fields shall contain the highest restriction of the data contained on the delivery package. This file shall contain basic identification information in the sample format shown in Table 8-1. Volume Identifier File (VOLUMEID.TXT) Sample.

8.2 Metadata/Index Data

For purposes of this document, the term metadata is used to describe the set of identification information (i.e. index data) which identifies a binary data file. In previous media used for the exchange of engineering drawings, index data was provided on aperture cards as hollerith punch codes. Two options are described in this document that affects the method the metadata is delivered. Option 1 permits the delivery of metadata as a character string in the raster image header block of data files. Option 2 permits the delivery of metadata in a pipe (|) delimited text file suitable for all binary data types.

8.2.1 Metadata File

Each data package shall contain a metadata file with a filename of INDEX.DLF. The metadata file shall be located at the root level of the file structure. The metadata file shall contain one metadata record entry for each data data file contained on the media. If Type 1 data files are delivered, the contractor may include the MIL-STD-1840 raster header on the data file.

8.2.2 Metadata Record

The values of the data fields in the metadata record are used to populate the government's JEDMICS system database. The Metadata Record format shall be provided as described in Table 8-2, JEDMICS Data Format Interface Specification (DFIS).

8.2.2.1 Usage of Special Characters

The single quote "", percent "%", underbar "_", dollar sign "\$", and pipe "|" characters shall not be used in any Data Element fields except for Data Elements 20 (Filename), 21 (File Extension), 22 (File Path), and 23 (Media Volume ID) where underbar "_" is a valid character. The pipe character "|" is used as a field delimiter and shall not be used for a value in any field.

8.2.2.2 Data file names

Each data file shall be identified by a unique file name. Since the Metadata Record contains a logical pointer to the data file, the file naming convention for data files is not critical and is at the discretion of the data provider. Use of the naming convention specified in MIL-STD-1840 is recommended but not mandatory.

8.2.2.3 Data file path

The location of each binary data file shall be provided by indicating the Filename (DFIS field 20), File Extension (DFIS field 21), File Path (DFIS field 22), and Media Volume ID (DFIS field 23) in the metadata record.

8.3 Optional Summary Report File

A typical exchange of engineering data includes a summary report that provides general information concerning the data delivered. At the option of the data provider, this information may be included in digital format on the compact disk media. If provided in digital format, the summary report shall be provided as an ASCI Text file named SUMMARY.TXT located in the root directory of the media.

TABLE 8-1. Volume Identifier File (VOLUMEID.TXT) Sample

 VOL_TITLE
 :AV7C9054

 Volume_ID
 :AV7C9054_V1

 PWD
 :AV7C9054

Volume_Created Date :03/25/97 Volume_Number :01 Volumes_in_Set :01

Sender_Activity :Tinker Air Force Base, OK 73145-3041

Sender_POC_Nam :Tinker EDMO

Sender POC Address :3001 Staff Dr, Ste 1AB82A

Sender_POC_Phone :(405) 736-XXXX

Sender_POC_Fax :(405) 736-XXXX

Sender_POC_EMAIL:

Security_Classification :Unclassified

Security_Handling :For Official Use Only

Declassification Date:

Distribution_Restriction :Distribution 'D'
Jobs Contained :AV7C9054

Seq	DATA	Data	Notes	Description
	ELEMENT	size/type		
1	JMX_BaseDocNu mber	32 bytes A/N	13	Alphanumeric sequence assigned by the originating organization or as specified by contract or other form of agreement. The document number must be an identifier unique to the assigning organization. The document number shall not exceed 32 characters including the suffixed dash number. The single quote, "", percent "%", underscore "_", dollar sign "\$" and "I" pipe characters shall not be used. Enter the document number less any prefix assigned to the document. A prefix as defined in this context is a prefix assigned per ASME Y14.34 (pl, dl, il, wl, id, al) and other similarly assigned prefixes. If the document is an accompanying document, enter the basic document number of the base document.
2	JMX_BaseDocCag e	5 bytes A/N	13	Commercial and Government Entity (CAGE) Code of the original design activity as indicated on the drawing or document. <i>Enter the CAGE code assigned to the document</i>
3	JMX_DocType	3 bytes A/N	13	The Document Type field is used to hold the prefix of the document identifier. Enter the two or three letter prefix assigned to the document. The assigned prefix and unprefixed document number combine to make the complete document number. Do not enter a type code. Example: PL123 and MP123 are complete document numbers; 123 is the unprefixed document number; and PL and MP are prefixes. If a prefix does not apply, leave the field NULL. For Type 2 (Advanced) Engineering Orders (EOs), leave this field blank instead of entering the "IN" code. JEDMICS will not accept "IN" as a valid code for this field.

	TABLE 8-2. J	EDMICS D	ata Forn	nat Interface Specification (DFIS)
4	JMX_DocumentSi ze	1 bytes A/N		Identifies the image size. (Typical North American Drawing sizes are A to H, J, and K). Acceptable sizes are "A" through "E". Use "E" for frames of drawings greater than "E". Enter a drawing size corresponding to the image identified by the raster pel count. If you have metric size drawings, deliver them as American size drawings listed in Table 9-1. Use the closest size that does not cause data loss.
5	JMX_DocRevision	2 bytes A/N	4,6,11,	Sheet/image revision level. Enter the same value as entered in field 10 (JMX_DocSheetRevision).
6	JMX_DocumentR evDate	18 bytes A/N		Document revision date. Leave NULL.
7	JMX_DocumentTi tle	40 bytes A/N		Document title. Enter the first 40 characters of the document title.
8	JMX_SheetNumbe r	12 bytes A/N		A document sheet/page identification shall be used. Enter the sheet number applicable to the respective sheet within the drawing associated with the document number identified in field one. If sheet number including padding will not fit in the 12 character field, convert sheet numbers of drawings (not documents) that are not whole numbers in accordance with Table 9-2. If one sheet of a drawing is coded using Table 9-2, then all sheet numbers will be coded.
9	JMX_NumberOfS heets	4 bytes N	15	Total number of sheets contained in this document. Enter the number of sheets in the document for PDF files. Leave this field empty (NULL) for drawing sheets.
10	JMX_DocSheetRe vision	2 bytes A/N	4,11,1	Sheet/Image Revision Level Enter the sheet revision for the specific sheet in the image. If a dash (-) has been used in the revision block, do not enter the (-), instead leave

1	I ABLE 8-2. J	EDMICS D	ata Forn	nat Interface Specification (DFIS)
				NULL. If the numeric sheet revision exceeds 99,
				then contact the contracting officer. For
				accompanying documents, this field shall be equal
				to the base doc revision to which the
				accompanying document applies.
11	JMX_FrameNumb	4 bytes		Number assigned to the frame. <i>Enter "0001" for</i>
	er	N		all drawings of size "A" through "E". Enter
				"0001", "0002", "0003", etc. for the multiple
				overlapping frames used for drawings larger than
				34 inches by 44 inches.
12	JMX_NumberofFr	4 bytes		Enter the total number of frames that comprise
	ames	N		this sheet of the document.
13	JMX_FileType	5 bytes		Designator for the Data Format Type of File. <i>Enter</i>
		N		the number corresponding to the file type. C4
				shall be file type 1, CALS Type 1 shall be 8, and
				PDF shall be file type 29. For other file type
				designations, contact the contracting officer.
14	JMX_FileTypeFor	20 bytes	3,10	Description of the Format of the File Type. <i>Leave</i>
	mat	A/N		NULL.
15	JMX_FileTypeSrc	20 bytes	3,10	Description of the File Type Source Flavor. <i>Leave</i>
	Flavor	A/N	- , -	NULL.
16	JMX_FileTypeDes	20 bytes	3,10	Description of the File Type Destination Flavor.
10	tFlavor	A/N	3,10	Leave NULL.
	ti iuvoi	71/11		Ecore 110 EE
17	JMX_FileTypeCo	20 bytes	3,10	Description of the File Type Content . <i>Leave</i>
1 /	ntent	A/N	3,10	NULL.
	Ittelit	A/IN		IVOLL.
18	IMV EilaTymaVan	1.4 bystos	3,10	Description of the Eile Tyme Version Legue NIII
18	JMX_FileTypeVer	14 bytes	3,10	Description of the File Type Version. <i>Leave NULL</i> .
	sion	A/N		
10	IDV DC-CC	<i>E</i> 1	2	CACE Code of the Origin to a fifth DEIC 1
19	IDX_DfisSourceC	5 bytes	3	CAGE Code of the Originator of the DFIS data set.
	age	A/N		Enter the CAGE Code of the Prime Contractor
20	IDIX E'1 X	0.1	0	responsible for sending the data.
20	IDX_FileName	8 bytes	8	File Name of Image File. Enter the file name
		A/N		without the file extension.
21	IDX_FileExtensio	3 bytes	8	File extension of Image File. <i>Enter the file</i>
	n	A/N		extension (max three characters).
22	IDX_FilePath	242 bytes	8,9	File Path where Image File is located. <i>Enter the</i>

	IADLL 0-2. 3	1	ala FUI	mat Interface Specification (DFIS)
		A/N		path relative to the location of the .dlf file.
23	IDX_MediaVolum	11 bytes	8	Media Volume ID of Media where File is located.
	eID	A/N		Enter the Media Volume ID.
24	IDX_MajorGroup	20 bytes		Major Group designation within index. <i>Leave</i>
		A/N		NULL.
25	IDV M' C	0.1		M. C. I. d. M. I.
25	IDX_MinorGroup	8 bytes A/N		Minor Group designation within index. <i>Leave NULL</i> .
		A/IN		NULL.
26	JMX_SecurityLev	1 byte		Identifies the security classification assigned to the
	el	A		sheet/image. Only unclassified images are allowed
				therefore enter "N".
27	JMX_Rights	1 byte		A code identifying the data rights associated with
		A		the sheet/image. This code is specified by contract
				or other form of agreement. Identifies the
				Government's right to use the information on the document. <i>Enter "U" for unlimited or "L" or</i>
				limited unless indicated otherwise by contract.
				Enter "K" for C-17 data marked Government
				Purpose Rights (GPR). Do NOT leave blank.
28	JMX_ForeignSecu	1 byte		Indicates whether data is no forn material. <i>Enter</i>
	re	A		"Y" for YES if foreign personnel may NOT view
				the data. Enter "N" for NO if foreign personnel
20	TMW NI 1	11 .		may view the data.
29	JMX_Nuclear	1 byte		Indicates if Drawing depicts nuclear equipment.
30	JMX_Subsafe	A 1 byte		Enter "N" for NO. Indicates if drawing depicts critical safety
30	JWIX_Subsale	A		information. <i>Enter "N" for NO</i> .
31	JMX_AirType	6 bytes		Model or device
		A/N		Leave This Field Null.
32	JMX_Apl	35 bytes		Allowance Parts List
		A/N		Leave This Field Null.
33	JMX_CadInfo	2 bytes		Computer Aided Design Reference
		A/N		Leave This Field Null.
34	JMX_ControlCode	2 bytes		Activity Code furnished by Procuring Activity.
		A/N		This code identifies the primary repository that
				controls the official record copy of engineering
				data. Enter the Activity Code from Table 9-6 for the site to which the data is delivered.
35	JMX_Hsc	12 bytes		Hierarchical Structure Code
		A/N		Leave This Field Null.
L	1	1 - 4/ - 1		

36	TABLE 8-2. J JMX_Nsn	13 bytes		National Stock Number		
		A/N		Leave This Field Null.		
37	JMX_Uic	5 bytes		Unit Identification Code		
		A/N		Leave This Field Null.		
38	JMX_System	32 bytes		Associated Equipment/System Group		
		A/N		Leave This Field Null.		
39	JMX_Nomenclatur	20 bytes		Name of Equipment Described in the Drawing		
	e	A/N		Leave This Field Null.		
40	JMX_ShipClass	4 bytes		Ship Classification		
		A/N		Leave This Field Null.		
41	JMX_ShipTypeHu	9 bytes		Ship Type/Hull Number Classification		
	llNum	A/N		Leave This Field Null.		
42	JMX_MasterLocat	30 bytes		Engineering Drawing Master Location		
	ion	A/N		Leave This Field Null.		
43	JMX_OfflineLocat	80 bytes		Engineering Drawing Off-line Location		
	ion	A/N		Leave This Field Null.		
44	JMX_ParentCage	5 bytes		CAGE of next higher level drawing. <i>Leave This</i>		
		A/N		Field NULL.		
45	JMX_ParentDocN	32 bytes		Drawing Number of next higher level drawing.		
	umber	A/N		Do not populate this field with the base drawing		
				number for an accompanying document. Leave		
				NULL.		
46	JMX_PartNumber	32 bytes		Identifies Associated Part Number with CAGE.		
		A/N		Leave NULL.		
47	JMX_SubSheet	3 bytes		Further identifies sheet of a drawing. <i>Leave NULL</i> .		
		A/N				
48	JMX_Succeeding	20 bytes		Drawing Number and CAGE of Superseding		
		A/N		Drawing. Leave NULL.		
49	JMX_DistStmt	2 bytes		Identifies the distribution code in accordance with		
.,		A		DODD 5230.24. Enter the single character code		
				designator that represents the distribution		
				statement cited on the document or specified in		
				Block 9 of the DD Form 1423 for the TDP of		
				which the document is a part or as directed by the		
				contracting officer.		
50	JMX_AccDocTyp	2 bytes	5,13	Code identifying the type of document		
	e – Ji	A/N		accompanying the document identified in field 1.		
				Use the "type code" specified in Table 9-3. For		
				Type 2 (Advanced) Engineering Orders (EOs),		

			1	4 HATTH
				enter "NT".
51	JMX_AccDocNu	32 bytes	5,13	Alpha numeric sequence assigned by the originating
	mber	A/N		organization or as specified by contract or other
				form of agreement. Enter the identifying number
				of the accompanying document. In the case of
				Type II EOs, enter "ADV-(revision letter of EO)".
52	JMX_AccDocCag	5 bytes	5,13	Accompanying Document CAGE Code. <i>Enter the</i>
	e	A/N		same CAGE Code as entered in field 2. If no
				accompanying document, the leave NULL.
53	JMX_AccDocRevi	2 bytes	4,5,13	Accompanying Document revision level. <i>Enter the</i>
	sion	A/N		revision of the accompanying document if
				applicable. If not applicable, leave NULL.
54	(blank)			(This field reserved for future use). <i>Leave NULL</i> .
55	(blank)			(This field reserved for future use). <i>Leave NULL</i> .
56	JMX_WeaponsSys	15 bytes		Enter the Weapons System Designator assigned
	temCode	A/N		by contract.
57	IDX_DfisVersion	4 bytes	14	Version of the DFIS structure implemented. <i>Enter</i>
	_	N		<i>"1.0"</i> .
58	Record End	2 bytes		Indicates end of record with CR/LF (Hex 0D0A)
		•		

Notes:

- 1. The Data File Index Structure (DFIS) is a character delimited ASCII text file with one Image Row Entry (Record) per image referencing a data file in a hierarchical directory structure. The file and hierarchical directory structure naming convention is not pre-defined. Each image row entry contains a sequence series of pre-defined standard data elements (fields) separated by the pipe bar character "|". Image row entries are separated by a carriage return/line feed (CR/LF). There should be no blank lines, or lines that do not conform to an image row entry description as defined in the DFIS.
- 2. The DFIS file format does no pre-define the size (width) of the data elements. Data elements sizes defined indicate the maximum size allowed. Padding of data elements is not required (i.e. Sheet 1 can be entered as "|1|" and does not require an entry of "|000000000001|". All entries in data elements should be uppercase. Leading and trailing spaces within the data elements are ignored (i.e. "| 1 |" will be interpreted the same as "|1|". Null entries may be represented by "||".
- 3. DFIS Usage Only. These data elements are informational within the DFIS and are not used as part of the input to a JEDMICS.

- 4. Mandatory data element where "blank" is a valid entry. Null is not a valid entry (i.e. "| " is valid, "||" is invalid). "Blank" is not a valid entry for other mandatory data elements.
- 5. Mandatory data elements when image row entry is an accompanying document.
- 6. The document revision (data element 5) will always be the same as the sheet revision (data element 10).
- 7. Enter the date of the original drawing when drawing is the original release (i.e. data element 10 (sheet revision) is blank).
- 8. If media is an ISSO-9660 Compact Disk, data elements 20,21,22,and 23 (filename, file extension, file path, and media volume id) entries must contain only d-characters (i.e., the letters A through Z (upper case), the numbers 0 through 9, and the underscore symbol "_"). Corresponding file names of the data files on the media should also conform to being only d-characters.
- 9. If media is an ISO-9660 Compact Disk, data element 22 (file path) should not exceed 66 characters (including any drive designator, colon, directory names, and forward slashes), and should include no more than eight (8) levels in a directory hierarchy. Individual directory names within the file path may contain no more than eight (8) d-characters. Corresponding file paths on the media to the data files should also conform to the aforementioned.
- 10. Data element 13 (file type) is the JEDMCIS five character file type code that indicates the file format of the image file. (e.g. CALS Type 1 raster, Autocad 13 Vector, etc.). A listing of current JEDMICS values must be obtained to properly fill out his data element. Data elements 14 through 19 are descriptors of data element 13.
- 11. JEDMCIS 2.5 stores only one revision for an individual sheet of a document, sheet revision. This value is stored in both the document revision and sheet revision database fields within JEDMICS 2.5. The drawing revision is calculated by JEDMCIS 2.5 during execution, using the drawing book algorithm. For this reason, both the document revision and sheet revision database fields within JEDMICS will be populated with the same DFIS data element, sheet revision (data element 10).
- 12. Dates will be expressed in the following format: DD-MON-YY:HH24:MI:SS were DD is the Day, MON is the Month, YY is the Year, HH24 is the 24 hour representation of the hour (i.e. 15 for 3:00PM), MI is the minutes, and SS is the seconds. Examples include "27-JUN-96:15:50:59" and "28-JAN-92:00:00:00".

Accompanying Document Notes:

13.A1. Data Elements 1, 2, 3, 5, & 10 (document number, CAGE code, document type, document revision, and sheet revision) pertain to the base document when the identified image is an accompanying document. Only the aforementioned data elements should contain entries pertaining to the base

document for an image row entry describing an accompanying document; all other data elements pertain to the accompanying document. Within JEDMICS 2.5, an accompanying document is associated with a base document's document revision (sheet revision of sheet 1 of the base document). Therefore, during upload of an accompanying document to a JEDMICS 2.5 system, the base document revision for an accompanying document within JEDMICS 2.5 will be populated with the DFIS data element 5 (base document revision).

- 13.A2. Data elements 54 and 55 are not defined in current implementation of the index but are retained as placeholders for future use. The data elements should be null.
- 13.A3. If data elements 51 (accompanying document number) is not-null and contains entries other than blanks, then the image row entry is assumed to be an accompanying document.
- 13.A4. Data element 52 (accompanying document CAGE code) is included in the index but is not currently used in populating the JEDMCIS 2.5 database during a JEDMICS import. The accompanying document CAGE code in JEDMICS 2.5 is assumed to be the same as the base document CAGE code (data element 2). Data element 52 is included only to provide the ability to accurately capture the data for potential future use. Data element 2 (base document CAGE code) SHOULD NOT BE USED to reflect the actual accompanying document CAGE code in data element 52 if it is different from the base document CAGE code. Doing so will cause the relationship between the accompanying document and the base document to not be established within the JEDMCIS 2.5 database.
- 14. IDX.DFIS Version "CD's" using this structure shall enter 1.0.
- 15. Although this is not a mandatory item in JEDMICS, when invoking the CDEX structure in contractual documents this item should be considered a mandatory requirement.

9.0 Supporting Tables

Table 9-1. Delivery Requirements for Standard Drawing Sizes.

Drawing Size	Standard WxL(max)(inches)	Pels Per Line	Number of Lines	Frame size by "rpelcnt" field*
A	8.5x11	1700	2200	002208,001696
В	11x17	2200	3400	003296,002544
С	17x22	3400	4400	003424,004416
D	22x34	4400	6800	004608,007008
E	34x44	6800	8800	007040,008992
F	28x40	5600	8000	
G	11x90	2200	18000	003296,002544
Н	28x143	5600	28600	
J	34x176	6800	35200	007040,008992
K	40x143	8000	28600	008992,007040

M				
Legal	8.5x14	1704	2800	

• These rpelcnt numbers can be reversed, depending on image rotation.

Table 9-2. Non-whole sheet number conversion chart.

Condition Frame Number		Number of Frames	Sheet Number
When an engineering	Use 0001 for Title	Use 0006 for Tile	Use 001 for Title
	Page	Page	Page
document contains two	Use 0002 for Page i	Use 0006 for Page i	Use 001 for Page i
or more pages that are	Use 0003 for Page ii	Use 006 for Page ii	Use 001 for Page ii
not sequentially	Use 0004 for Page	Use 0006 for Page	Use 001 for Page 1.1
numbered	1.1	1.1	
and each page is	Use 0005 for Page	Use 0006 for Page	Use 001 for Page 1.A
	1.A	1.A	
contained in a single	Use 0006 for Page	Use 0006 for Page	Use 001 for Page 1.B
file.	1.B	1.B	
Such as: Title Page i, ii,	Use 0001 for Page 2	Use 0003 for Page 2	Use 002 for Page 2
1.1, 1.A, 1.B; Page 2,	Use 0002 for Page	Use 0003 for Page	Use 002 for Page 2.1
2.1,	2.1	2.1	
2.2; Page 3; and so Use 0003 for Page		Use 0003 for Page	Use 002 for Page 2.2
forth.	2.2	2.2	
	Use 0001 for Page 3	Use 0001 for Page 3	Use 003 for Page 3

Table 9-3. Accompanying Document Kind Codes.

Accompanying Document Kind Code	Description
AD	Addendum
AM	Amendment
AN	Annex
AP	Appendix
AR	Article
AT	Attachment
NT	Notice
SP	Specification
SU	Supplement

Table 9-4. Type of Document Codes¹⁵

<u>1 abie 9-4.</u>	Type of Document Codes
CODE	DOCUMENT
DL	Data List (Drawing Sheets or Textual Documents)
EL	Equipment List
GL	Gauge List
IL	Index List
ML	Material List
PL	Parts List
RL	Running List
WL	Wiring List
1N	Revision Notice
NL	Notes List
AL	Applications List
D7	Undimensioned Drawing
TP	Test Procedure

¹⁵ Ref MIL-STD-804C (canceled)

Table 9-5. Document (Prefix) Codes 16

Table 9-5. Document (Prefix) Codes					
Code	Explanation	Code	Explanation		
AL	Application/Auxiliary List	QL	Qualified Product List		
AW	Art Work	RD	Redistribution List		
CB	Circuit Board	RL	Running List		
CC	Classification	SD	Schematic Diagram		
	Characteristics				
CP	Company Specification	SL	Specification List		
CS	Company Standard	SS	System Schematic		
DL	Document/Drawing List	TB	Test Bulletin		
D7	Undimensioned Drawing	TD	Tool Drawing or List		
EL	Equipment List	TL	Tabulating List		
FL	Function List	TP	Test Procedures		
GL	Gauge List	TR	Test Requirements		
IL	Index List	TS	Test Specifications		
KD	Kit Drawings	UL	Usage List		
LD	Logic Diagram	WB	Wiring Board or Wire Print		
			Board		
MI	Master Index List	WD	Wiring Diagram		
ML	Material List	WH	Wiring Harness		
MP	Master Pattern	WL	Wiring List		
NC	Numerical Control Data	WT	Wire Table		
NO	Nuclear Ordnance Data	1L	Acquisition Data Only		
PB	Program Bulletin	2L	Maintenance Data Only		
PD	Program Document	3L	Acquisition and		
			Maintenance Data		
PL	Parts List	4L	Acquisition Data Package		
			List		
QA	Quality Assurance Data				

Table 9-6. Control Activity Codes¹⁷

ACTIVITY	CODE
OC-ALC	MF
OO-ALC	ME
SA-ALC	MB
SM-ALC	MC
WR-ALC	MG
SA-ALC (Special	MA
Weapons)	

Ref MIL-STD-804C (canceled)

MIL-STD-804C (canceled)

¹⁶ Ref MIL-STD-804C (canceled)
¹⁷ MIL-STD-804C (canceled)

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SECTION 2

1. Scope

The intent of this section is to define the format, media, and content requirements for delivery of Digital Engineering Data to the U.S. Government.

2. Quantities, Distribution, and Software Identification

- a. For quantities and distribution, refer to block 14 of the DD Form 1423 that calls out this requirement.
- b. As the contractor determines that a particular CAD software tool will be used to produce Product Definition Data (see paragraph 5), a letter shall be sent to the office identified in block 6 of the DD Form 1423. The letter shall identify the software name, software version, hardware platform, and vendor of the software. The prime contractor shall distribute this information down to all of their applicable subcontractors/vendors. This information will enable the U.S. Government to plan and budget for software tools.

3. Digital Data Delivery (Sample)

The contractor shall submit an appropriate number of representative samples of each digital data format to be submitted for verification of procedures and processing into a government data repository into the development process as early as possible. The representative samples shall include data in the appropriate digital formats. The supplier shall also submit a digital sample of the Metadata Spreadsheet representative of the sample files delivered in the format described in paragraph 6 of this document. See Table 1 for acceptable media transfer methods.

- a. A copy of the neutral format processing/error log file created during the generation of the sample neutral format files shall also be submitted in digital form.
- b. Sample files shall be accompanied by a technical point of contact (POC) (name, phone number, FAX number, and e-mail address if available) stated in an ASCII text file labeled README.TXT. This will enable any problem, which may be evident in the sample delivery to be resolved in a timely manner prior to final digital data delivery.

4. Digital Data Delivery (Final)

Digital data shall be delivered, in accordance with the information contained in this document. The format and methods for delivery will minimally follow the definitions described in this document. As formats, methods and technology improve, modifications to the format and methods shall be mutually agreed to by the contractor and the office identified in block 6 of the DD Form 1423. Digital data requirements defined in the DD Form 1423 shall always take precedence over this attachment.

- a. Filenames for all digital data shall include the appropriate file extensions where practical or appropriate and shall be included in the metadata spreadsheet filename column.
- b. In principle, all pertinent entities that comprise the final digital file or Boeing-specific markings should be viewable upon opening of the digital data files.

- c. Files shall be stored in separate subdirectories by product definition data type (such as native CAD format, neutral CAD format, etc) to simplify processing.
- d. Delivery Media Requirements: Acceptable media requirements (physical and file copy format) are defined in Table 1 below. In order to take advantage of the latest in digital media technology, other media not listed shall be approved by the requiring office identified in block 6 of the DD Form 1423 which calls out this requirement

TABLE 1
ACCEPTABLE MEDIA FOR AIR FORCE DELIVERABLES (Sample & Final)

Type	Acceptable Format	Max	Max Size	Density	Requirements**
		Length			
Internet connection	ftp and http(s)				File size appropriate for current technology and PSN
Direct connection	Virtual Private Network (VPN) and /or http(s)				
Physical media*	*	*	*	*	Can be used for ad-hoc requests

^{*} Appropriate physical media available at the time

- e. Physical media shall be labeled with the following information:
 - (1) Prime Contractor Name/CAGE
 - (2) Contract Number
 - (3) The physical media (tape, disk, etc.) shall be numbered sequentially (i.e. "Disk 2 of 3") regardless of the type of media
 - (4) The appropriate Distribution Statement and Export Control Notice shall be listed in accordance with the DD Form 1423, which calls out this requirement.
- f. README.TXT File: This file shall include:
 - (1) The name of the software utilized in creation of the native files included in the delivery.
 - (2) The type and number of files included in the delivery. For example, a statement similar to the following might be used:

Total Number of Files Delivered: 800 Number of Native Unigraphics Files: 400 Number of IGES or STEP Files: 400

- (3) The name, phone number, and e-mail address of the contractor's technical data point of contact (a person familiar with processes used to create and archive data).
- (4) The operating system and version, and the command (i.e., UNIX tar) and command switches used to archive the delivered data.
- (5) Explanation, as necessary, of field headings/data titles used in the metadata spreadsheet.

^{**} Files delivered must be uncompressed unless also delivered with decompression software used in the compression.

(6) Any other information pertinent to the data delivery and the usage of the software packages, including the document, drawing, design, and associated files shall be stated. This includes special instructions for the proper setup of the CAD software package to import the native files.

5. Product Definition Data

Product Definition Data shall be defined and categorized with their respective delivery formats as follows:

Note: The model files shall include all design data required to regenerate the complete design in the native CAD environment. The method of delivery will be mutually agreed upon by both parties.

a. Engineering Drawings

Engineering drawings and associated lists are to be delivered as described in Section 1 of this document.

b. Model-Based Definition (MBD) Models

The MBD data shall be delivered according to the delivery requirements and formats requirements listed below. Model creation standards will comply with the Boeing C-17 Unigraphics Modeling Standards. MBD model data includes the geometric representation of a physical detailed part, assembly, or installation in 3-dimensions created using CAD tools. . Spreadsheet information for models shall be annotated as appropriate under the File Type and Document Type columns as applicable.

<u>Data Access</u> - MBD data shall be accessible by the PSN Internet site to include native, neutral and low-cost viewer format models when available. Air Force users shall have the capability to create IGES and STEP files on demand via the PSN Internet site. The Contractor will maintain the WR-ALC Technical Data Portal Architecture as defined in the previous contract.

Data Delivery -

The 3D MBD model data is distinct from the MBD supporting drawing, for which the delivery format is controlled under Section 1 of this document.

Prior to January 2004, the MBD delivery concept and requirements, mutually agreed to, will be developed and prototyped. This plan will be reviewed annually for currency of technology and requirements until such time as delivery commences.

MBD models shall be delivered as part of the MBD delivery concept in the regular delivery schedule specified in the DD Form 1423, according to the delivery formats described below.

Delivery Formats: Native CAD – Unigraphics CAD files in most current version in use at time of delivery and others as appropriate.

AND

Neutral - Product Data Exchange using STEP (Standard for the Exchange for Product) model data per ISO 10303 Application Protocols (APs) 201 through

206 and 210, including Edition 2 for AP 203, IGES version 5.0 or higher, or other international/industry neutral standards mutually agreed upon at time of delivery.

c. Loft Data

Loft data includes loft surface diagrams that shall be delivered per Section 1 of this document. Loft data also includes surfaces, canted planes and matrices which shall be delivered as discrete files in Unigraphics native and in a neutral format. This loft data shall be delivered using the MBD delivery methodology as identified above.

Delivery Format: Native CAD – Unigraphics CAD files.

AND

Neutral - Product Data Exchange using STEP (Standard for the Exchange for Product) model data per ISO 10303 Application Protocols (APs) 201 through 206 and 210, including Edition 2 for AP 203, IGES version 5.0 or higher, or other international/industry neutral standards mutually agreed upon at time of delivery.

6. Metadata Spreadsheet

A spreadsheet table structure that covers only the data to be delivered are required for each delivery, that is not based on Section 1 of this document, and has the structure defined below. The Metadata Spreadsheet shall be delivered in Microsoft Excel digital format. If the Metadata Spreadsheet cannot be delivered using Microsoft Excel, the following may be substituted upon approval from the requesting office, identified in block 6 of the DD Form 1423 which calls this requirement: Native format or ASCII. NOTE: The header information from this spreadsheet is used along with the delivered digital data files to load data into the Digital Data Repository.

Content: The Metadata Spreadsheet shall contain a listing of all engineering documentation contained in the shipment.

Structure: Each row in the spreadsheet shall represent a distinct sheet number, unless covered by the exceptions below. All fields are left justified, except Sheet Number, Number of Sheets, Frame Number of a document number, Number of Frames, Revision Letter and Accompanying Document Revision (see definitions below). The data field titles shall be included at the top of the spreadsheet on row 1 only of the delivered spreadsheet. PIN and PIN revision fields shall be filled for all design model and engineering data files that do not include borders and drawing blocks. For spreadsheets delivered that exceed one thousand rows, the spreadsheet shall be divided into separate spreadsheet files on the delivered media. This division of spreadsheets should not cause the referenced documents listing or the indentured levels set listing that applies to a certain document number to be divided into separate spreadsheets.

Exception 1: For *word processing documents*, enter one row for each submission of the native document number delivered. The filename, document number, and all other applicable columns shall be filled.

Exception 2: For design model and engineering data files that do not include borders and drawing blocks, the sheet number is not applicable.

The fields in the spreadsheet table structure shall be entered in sequence as follows: Minimum required items are identified below with an asterisk (*):

DATA FIELD	FIXED FIELD LENGTH
*Filename(including extension & special characteristics)	cters) 30 characters
Document Title	40 characters
Manufacturer (Design Activity Name)	32 characters
*CAGE (Current Design Activity)	05 characters
*Drawing Sheet Size	01 character
*Sheet Number	04 characters
Number of sheets	04 characters
*Distribution Code	01 character
Weapon System Model	15 characters
*Revision letter	02 characters
Basic/Revision Date (DD-MMM-YYYY)	11 characters
SW_Name	20 characters
SW_Vendor Name	32 characters
SW_Version	10 characters
SW_Operating System	30 characters
SW_Operating System Version	10 characters
*File_Type	20 characters
File_Format (with applicable version)	32 characters
*Data rights	01 character
*Document Number	32 characters
*Frame Number	04 characters
*Number of Frames	04 characters
Control Activity	02 characters
*Accompanying Document Kind	02 characters
*Accompanying Document Number	32 characters
*Accompanying Document Revision	02 characters
Security Level	01 character
Media Number	02 characters

For Model and engineering data files that do not include drawing borders and drawing blocks, the Metadata Spreadsheet shall adhere to the following requirements. The document number and part or identifying number (PIN) shall be listed for use in indexing and traceability. These numbers shall reflect the closest document and P/N that is associated with or linked to the model or engineering data file.

Use all of the above spreadsheet data fields except for the following fields:

Drawing Sheet Size
Sheet Number
Number of Sheets
Frame Number
Number of Frames
Accompanying Document Kind
Accompanying Document Number
Accompanying Document Revision

-and add the following spreadsheet data fields:

15 characters

DATA FIELD FIXED FIELD LENGTH Part/Assembly or Identifying Number (PIN) 32 characters PIN Revision letter(s) or Version number(s) 02 characters Quantity of Usage per Next Higher Assembly 03 characters

Definitions:

Effectivity

<u>Filename</u> - Specify a file naming convention that provides up to 30 character unique file names. File extensions of up to 3 characters are used to discriminate file types. If DOS files must be accommodated, use a file naming convention of up to only 8 characters. List all file types to be delivered.

<u>Document Title</u> - Enter document title. This is text that is the complete descriptive name or title of an item or document.

<u>Manufacturer</u> (Design Activity) - Enter the name of the design activity whose CAGE is assigned to the document.

<u>CAGE</u> - Enter the CAGE Code currently assigned to the vendor/manufacturer identified in this record. The CAGE Code is required for all contractor, subcontractor, vendor, and supplier data. (This code was formerly known as the Federal Supply Code for Manufacturers (FSCM) and Code Identification).

<u>Drawing Sheet Size</u> - Enter the character that identifies the drawing size of the document identified in this record.

<u>Sheet Number</u> - The individual sheet number of a multiple page document or drawing. Enter the number of the sheet (right justified with leading zeros) associated with the document number identified in this record. If the total number of sheets exceeds 9999, contact the requiring office identified in block 6 of the DD Form 1423 for which calls out this requirement.

<u>Number of Sheets</u> - A number that identifies the total count of sheets or pages in a document. Enter the total number of sheets contained in the document identified in this record. If the total number of sheets exceeds 9999, contact the requiring office identified in block 6 of the DD Form 1423, which calls out this requirement.

<u>Distribution Code</u> - Enter the distribution statement code letter (A, B, C, D, E, F, or X) of the document identified in this record. This code letter in the spreadsheet corresponds with the same code letter used in the distribution statement paragraph that appears on the drawing (for each sheet number).

<u>Weapon System Model Number</u> - Enter if this file is unique to a weapon system model. For example, enter F15A, F15C/D, C130H, etc., if the file applies to one of these weapon systems. Leave blank if the file does not apply to a single designated weapon system.

<u>Revision Letter</u> - The revision level assigned to a document or a specific sheet of a released document. Enter revision letter(s) applicable to the document number and specifically as applicable to each sheet number. A one-character entry will be alpha, right justified, with blank padding. For initial issue documents, the entry shall be blank.

<u>Basic/Revision Date</u> - The date when the document was approved for initial (original) release, or the date the revision of a document was approved. The latest date of the document (either the date of the basic approval or the date of the revision, whichever is later) shall be used. (EXAMPLE 26-MAR-2000)

SW Name - Enter the name of the native software CAD program used to generate the vector file.

SW Vendor Name – Enter the vendor of the native CAD software program.

<u>SW_Version</u> – Enter the version number and/or letters of the native software CAD program used to generate the file.

<u>SW Operating System</u> - Enter the computer operating system for the CAD software.

<u>SW_Operating System Version</u> - Enter the version of the computer operating system for the CAD software.

<u>File Type</u> - Enter the appropriate file type, i.e., vector, HPGL, ASCII text, raster, firmware, Gerber, etc.

<u>File Format</u> - Enter the specific file format with version, i.e., HP 7586, RS-274X, DXF r14, EDIF 400 Schematic, Intel Hex-32, etc.

<u>Data Rights</u>- Enter the code, which identifies the rights status of the information on the document or contained in the file identified by this record. All contractor, subcontractor, vendor, and supplier data shall have the rights status entered in this data field. The rights status codes are as follows:

- a. "U" signifies that the Government has unlimited rights to use the document or file so coded.
- b. "L" signifies that the Government has only limited rights to use the document or file so coded or has obtained Government Purpose License Rights (GPLR) to the data.
- c. "K" signifies that the Government has either unlimited or limited rights to use the document or file for government purposes only, including competitive procurement.

<u>Document Number</u> - An alphanumeric identifier located within the drawing number block that is unique and is the primary reference for a document. Enter the document number (drawing, list, specification, etc.) identified in this record, followed by blanks. If the number is an associated document and is prefixed with alphas, i.e. PL, DL, identifying the document as a specific type of associated document, the prefix shall stay intact as part of the document number and not stripped off. The same practice shall apply to any suffixes to the document identifying number by the originating organization. For models and engineering data files that do not include drawing borders and drawing blocks, the document number shall be listed for use in indexing and traceability. This number shall reflect the closest document that is associated with or linked to the model or data file.

<u>Frame Number</u> - Enter the number of the frame, right justified with leading zeros. Entry will be 0001 for all files with the following exception:

One exception concerns HPGL files of drawings that are larger than E-size drawings. For these multiple HPGL files of drawings larger than E-size, enter the sequential frame number of this file in relation to the sheet of the drawing, which this file represents. For instance, if sheet 1 of drawing 1234 is J-size, more than one HPGL file will be created for sheet 1 (reference HPGL Creation Requirements). For the first HPGL file, the entry would be 0001, for the second HPGL file (which still represents part of sheet 1), the entry would be 0002. Continue in this manner until the entire sheet 1 is represented.

<u>Number of Frames</u> - Enter the total number of frames required for this sheet (right justified with leading zeros). Entry will be 0001 for all files., with the exception of the scenario discussed in frame number, above. For this exception:

For number of frames, enter the total number of frames (HPGL files) required to represent that sheet of the drawing. For instance, if three frames (HPGL files) are required to represent sheet 1, the correct entry in number of frames column for all three would be 0003.

Control Activity - Enter the applicable code, as follows:

LOGISTICS ACTIVITY	CODE
OC-ALC (Tinker AFB, OK)	MF
OO-ALC (Hill AFB, UT)	ME
SA-ALC (Kelly AFB, TX)	MB
SA-ALC (Special Weapons)	MA
SM-ALC (McClellan AFB, CA)	MC
WR-ALC (Robins AFB, GA)	MG

<u>Accompanying Document Kind</u> - When an accompanying document is delivered, enter the appropriate code from the following table. This is a required entry if a value is contained in the Accompanying Document Number column.

Code	<u>Document</u>
AD	Addendum
AM	Amendment
AN	Annex
AP	Appendix
AR	Article
AT	Attachment
EX	Exhibit
NT	Notice (safety, engineering, ECPs, ECOs, etc.)
SP	Specification (slash sheet or other similar types of associated specifications)
SU	Supplement
VR	Version
1N	Revision Notice

<u>Accompanying Document Number</u> - When an accompanying document identified is delivered, as shown in the Accompanying Document Kind table above, enter the accompanying document number, followed by blanks. This is a required entry if a value is contained in the Accompanying Document Kind column.

<u>Accompanying Document Revision</u> - When an accompanying document identified is delivered, as shown in the Accompanying Document Kind table above, enter the accompanying document revision letter (alpha). Right justified, with blank padding.

<u>Security Level</u> - Enter the code that identifies the classification of the digital data according to the following:

Code	Classification
N	Unclassified
С	Confidential
S	Secret
T	Top Secret

 $\underline{\text{Media Number}} - \text{Enter the consecutively numbered figure that matches the label number for each media type delivered.}$

Part or Identifying Number (PIN) – For models and engineering data files that do not include drawing borders and drawing blocks, an alphanumeric control number assigned to identify a specific item. The PIN is an identifier assigned by the responsible design activity or by the controlling nationally recognized standard, which uniquely identifies (relative to that design activity) a specific item. The PIN generally includes the controlling drawing or document number and optional suffix. The PIN identifier shall meet the same structure requirements as those for the drawing number. The PIN does not include the drawing revision identifier, drawing size, or CAGE Code. If the file is not directly part of or an integral part of a PIN, then this number shall reflect the closest part or item that is associated with or linked to the model or data file. PINs are assigned to product data files (such as those for printed circuit board artwork and programmable logic devices (PLDs)), materials, parts, assemblies, equipment, accessories, and computer software.

<u>PIN Revision Letter</u> – The revision level assigned to a PIN. Enter revision letter(s) applicable to the PIN. A one-character entry will be alpha, right justified, with blank padding. For initial issue PINs, the entry shall be blank.

<u>Quantity of Usage per Next Higher Assembly</u> – Enter the number of items necessary for the next higher assembly.

Effectivity – Description of the next higher assembly assigned to the component model part.

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17. Contractor's Negotiated Agreement (Contractor is required to sign this document and return _ copies to issuing office). Contractor agrees to furnish and deliver all items or perform all services set forth or otherwise identified above and on any continuation sheets for the consideration stated herein. The rights and obligations of the parties to this contract shall be subject to and governed by the following documents: (a) this award/contract, (b) the solicitation, if any, and (c) such provisions, representations, certifications, and specifications, as are attached or incorporated by reference herein. (Attachments are listed herein.)			18. Your you w items contra soliciti docum	offer on hich add listed ab act which ation and nent is no	solicitation itions or coover and consists dyour offerecessary.	ard (Contract in number _ inc changes set for on any continua of the following er, and (b) this	or is not required to luding the additions th in full above, is h ation sheets. This a documents: (a) the award/contract. No	or chang ereby acc ward cons Governm	es made by epted as to summates the nent's			
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ITEM	SUPPLIES OR SERVI	Qty CES Purch Unit	Unit Price Total Item Amount
0001		7 Each	\$159,769,894.00 \$1,118,389,258.00
	Noun: ACRN: NSN: Contract type: Inspection: Acceptance: FOB: Descriptive Data:	FY03 AIRCRAFT AND WARRANTY 9 N - Not Applicable J - FIRM FIXED PRICE SOURCE SOURCE SOURCE SOURCE	Ψ1,110,000,230.00

P00007 - The contractor shall fabricate, assemble, test, and deliver seven (7) C-17 air vehicles (P-121 through P-127) in accordance with: (1) the System Specification MDC S001E, dated 28 June 2000, and all related Specification Change Notices (SCNs) listed in Section C, "Description, Specs, Work Statement", all of which are incorporated herein by reference in whole; (2) the Prime Item Development Specification for C-17A Air Vehicle MDC S002E (Part 1), dated 28 June 2000, and all related SCNs listed in section C, "Description, Specs, Work Statement", all of which are incorporated herein by reference in whole; and (3) the C-17 Multi-Year Production Statement of Work (SOW), Attachment 1 in Section J hereof. In addition, the contractor shall comply with the requirements of Special Contract Requirement H-006, "Warranty", Section H hereof. The effective date of the warranty is considered to be the date of acceptance of each aircraft. Warranty effort will be considered complete following expiration of warranty on all CLIN 0001 deliverables, per H-006.

The initial CLIN dollars exercised under this CLIN are specifically for Advance Buy in support of the following fiscal year aircraft. At time of Full Funding, the base CLIN will be modified to become a parent CLIN, with separate SubCLINs established for Advance Buy and Full Funding.

The Advance Buy amount originally issued with this CLIN was \$65,000,000. After the revision, the Advance Buy amount for FY03 is \$64,999,998. This adjustment is for rounding purposes; to express aircraft unit prices in whole numbers.

Modifications Affecting this CLIN:

P00003 - ECP-0227C2, Communication Open System Architecture (COSA)

P00007 - Administrative Revision to MYP Buy Profile and Full Funding for FY03 Production (Descriptive Data)

P00005 - ECP 0239, Secure Enroute Communications Package - Improved (SECOMP-I)

P00004 - ECP-0234R2, Pallet Bumper Stop, Logistic Rail Bridge Set, and Loadmaster Toolkit Deletion. This deleted OBLE from A/C P-101 and subs.

P00006 - CCP-0473, Landing Gear Post Redesign. This modification issued the UCA.

P00011 - CCP-0471, Mobility 2000 (M2K) Airline Operational Control (AOC) and Printer

P00013 - CCP-0473, Main Landing Gear (MLG) Post Redesign. This mod definitized the UCA (P00006).

P00014 - CCP-0477, On Board Inert Gas Generating System (OBIGGS) 1.1

P00015 - ECP-0246C1, Update C-17 System and Air Vehicle Specification Requirements for SKE including TCAS Overlay SOW dated 29 September 2003 and NCO48299.

P00016 - ECP-0243, Loadmaster Printer Deletion

P00022 - CCP-0480C1, Fuel Venting and Contamination

<u>ITEM</u>	SUPPLIES OR SER\	/ICES	Qty Purch Unit	Unit Price Total Item Amount
000101	Noun: ACRN:	Funding AA	Info Only \$64,999,998.00	
000102	Noun: ACRN:	Funding AC	Info Only \$1,053,389,260.00	
0002	Noun: ACRN: NSN: Contract type: Inspection: Acceptance: FOB: Descriptive Data: The Contractor shall purchase that apply t	AA N - Not A J - FIRM SOURC SOURC SOURC	E E : Order Quantity (EOQ) funds to	\$180,900,000.00 \$180,900,000.00 achieve economic lot

0003 11 \$159,328,485.00

Each \$1,752,613,335.00

Noun: FY04 AIRCRAFT & WARRANTY

ACRN: 9

NSN: N - Not Applicable
Contract type: J - FIRM FIXED PRICE

Inspection:SOURCEAcceptance:SOURCEFOB:SOURCE

Descriptive Data:

P000.7 - The contractor shall fabricate, assemble, test, and deliver eleven (11) C-17 air vehicles (P-128 through P-138) in accordance with: (1) the System Specification MDC S001E, dated 28 June 2000, and all related Specification Change Notices (SCNs) listed in Section C, "Description, Specs, Work Statement", all of which are incorporated herein by reference in whole; (2) the Prime Item Development Specification for C-17A Air Vehicle MDC S002E (Part 1), dated 28 June 2000, and all related SCNs listed in section C, "Description, Specs, Work Statement", all of which are incorporated herein by reference in whole; and (3) the C-17 Multi-Year Production Statement of Work (SOW), Attachment 1 in Section J hereof. In addition, the contractor shall comply with the requirements of Special Contract Requirement H-006, "Warranty", Section H hereof. The effective date of the warranty is considered to be the date of acceptance of each aircraft. Warranty effort will be considered complete following expiration of warranty on all CLIN 0003 deliverables, per H-006.

The initial CLIN dollars exercised under this CLIN are specifically for Advance Buy in support of the following fiscal year aircraft. At time of Full Funding, the base CLIN will be modified to become a parent CLIN, with separate SubCLINs established for Advance Buy and Full Funding.

Advance Buy = \$166,499,993.

Modifications Affecting this CLIN:

P00003 - ECP-0227C2, Communication Open System Architecture (COSA) P00007 - Administrative Revision to MYP Buy Profile and Full Funding for FY03

Production (Descriptive Data)

P00005 - ECP 0239, Secure Enroute Communications Package - Improved (SECOMP-I)

P00004 - ECP-0234R2, Pallet Bumper Stop, Logistic Rail Bridge Set, and Loadmaster

Toolkit Deletion. This deleted OBLE from A/C P-101 and subs.

P00011 - CCP-0471, Mobility 2000 (M2K) Airline Operational Control (AOC) and Printer

P00013 - CCP-0473, Main Landing Gear (MLG) Post Redesign. This mod definitized the

UCA (P00006).

P00014 - CCP-0477, On Board Inert Gas Generating System (OBIGGS) 1.1.

P00015 - ECP-0246C1, Update C-17 System and Air Vehicle Specification Requirements

for SKE including TCAS Overlay SOW dated 29 September 2003 and NCO48299.

P00018 - Full Funding of FY04 Production Aircraft; Economic Price Adjustment (EPA)

P00016 - ECP-0243, Loadmaster Printer Deletion

P00019 - See below items a through c:

a.ECP-0245R1 Cargo Compartment Lighting: Change in CLIN 0003 Price is \$875,798

b. CCP-0484 Fixed Fairing Redesign: Change in CLIN 0003 Price is \$1,430,077

c. CCP-0479 Stabilizer Strut Redesign: Change in CLIN 0003 Price is \$2,246,211

P00020 - ECP-0242R1, On-Board Inert Gas Generating System (OBIGGS) II

P00022 - CCP-0480C1, Fuel Venting and Contamination

ITEM	SUPPLIES OR SERVICE	:S	Qty Purch Unit	Unit Price Total Item Amount
000301	Noun: ACRN:	Funding Info AB	Only \$166,499,993.00	
000302	Noun: ACRN:	Funding Info AE	Only \$1,586,113,342.00	
0004	Noun: ACRN: NSN: Contract type: Inspection: Acceptance: FOB: Descriptive Data: The ACRN funding this C	AB N - Not Appli J - FIRM FIX SOURCE SOURCE SOURCE		\$211,800,000.00 \$211,800,000.00

0005 14 \$152,921,476.00

Each \$2,140,900,664.00

Noun: FY05 AIRCRAFT AND WARRANTY

ACRN: 9

NSN: N - Not Applicable
Contract type: J - FIRM FIXED PRICE

Inspection: SOURCE

CONFORMED CONTRACT F33657-02-C-2001 (12/01/2004) SECTION B

Acceptance: SOURCE FOB: SOURCE

Descriptive Data:

P00007 -The contractor shall fabricate, assemble, test, and deliver fourteen (14) C-17 air vehicles (P-139 through P-152) in accordance with: (1) the System Specification MDC S001E, dated 28 June 2000, and all related Specification Change Notices (SCNs) listed in Section C, "Description, Specs, Work Statement", all of which are incorporated herein by reference in whole; (2) the Prime Item Development Specification for C-17A Air Vehicle MDC S002E (Part 1), dated 28 June 2000, and all related SCNs listed in section C, "Description, Specs, Work Statement", all of which are incorporated herein by reference in whole; and (3) the C-17 Multi-Year Production Statement of Work (SOW), Attachment 1 in Section J hereof. In addition, the contractor shall comply with the requirements of Special Contract Requirement H-006, "Warranty", Section H hereof. The effective date of the warranty is considered to be the date of acceptance of each aircraft. Warranty effort will be considered complete following expiration of warranty on all CLIN 0005 deliverables, per H-006.

The initial CLIN dollars exercised under this CLIN are specifically for Advance Buy in support of the following fiscal year aircraft. At time of Full Funding, the base CLIN will be modified to become a parent CLIN, with separate SubCLINs established for Advance Buy and Full Funding.

Advance Buy = \$306,699,988.

Modifications Affecting this CLIN:

P00003 - ECP-0227C2, Communication Open System Architecture (COSA)

P00007 - Administrative Revision to MYP Buy Profile and Full Funding for FY03 Production (Descriptive Data)

P00005 - ECP 0239, Secure Enroute Communications Package - Improved (SECOMP-I)

P00004 - ECP-0234R2, Pallet Bumper Stop, Logistic Rail Bridge Set, and Loadmaster Toolkit Deletion. This deleted OBLE from A/C P-101 and subs.

P00011 - CCP-0471, Mobility 2000 (M2K) Airline Operational Control (AOC) and Printer P00013 - CCP-0473, Main Landing Gear (MLG) Post Redesign. This mod definitized the UCA (P00006).

P00015 - ECP-0246C1, Update C-17 System and Air Vehicle Specification Requirements for SKE including TCAS Overlay SOW dated 29 September 2003 and NCO48299.

P00018 - Fund Advance Buy FY05 Production Aircraft; Descriptive Data Advance Buy Amount revised to reflect PBP Advance Buy totals.

P00016 - ECP-0243, Loadmaster Printer Deletion

P00019 - See below items a through c:

a.ECP-0245R1 Cargo Compartment Lighting: Change in CLIN 0003 Price is \$298.760

b. CCP-0484 Fixed Fairing Redesign: Change in CLIN 0003 Price is \$648,130

c. CCP-0479 Stabilizer Strut Redesign: Change in CLIN 0003 Price is \$2,102,968

P00020 - ECP-0242R1, On-Board Inert Gas Generating System (OBIGGS) II

P00022 - CCP-0480C1, Fuel Venting and Contamination

Qty Unit Price

ITEM SUPPLIES OR SERVICES Purch Unit Total Item Amount

000501

Noun: Funding Info Only

ACRN: AB \$98,000,000.00

ITEM	SUPPLIES OR SERVICE	≣S	Qty Purch Unit	Unit Price Total Item Amount
000502	Noun: ACRN:	Funding Info AD	Only \$208,699,988.00	
0006	Noun: ACRN: NSN: Contract type: Inspection: Acceptance: FOB: Descriptive Data:	FY04 ECONG AD N - Not Appli J - FIRM FIX SOURCE SOURCE SOURCE		\$158,900,000.00 \$158,900,000.00

The ACRN funding this CLIN has been changed from "U" (Unfunded) to "AB".

The Contractor shall use Economic Order Quantity (EOQ) funds to achieve economic lot purchase that apply to multiple years of aircraft buys.

0007 15 \$151,611,600.00 Each \$2,274,174,000.00

Noun: FY06 AIRCRAFT AND WARRANTY

ACRN: U

NSN: N - Not Applicable
Contract type: J - FIRM FIXED PRICE

Inspection: SOURCE Acceptance: SOURCE FOB: SOURCE

Descriptive Data:

P00007 - The contractor shall fabricate, assemble, test, and deliver fifteen (15) C-17 air vehicles (P-153 through P-167) in accordance with: (1) the System Specification MDC S001E, dated 28 June 2000, and all related Specification Change Notices (SCNs) listed in Section C, "Description, Specs, Work Statement", all of which are incorporated herein by reference in whole; (2) the Prime Item Development Specification for C-17A Air Vehicle MDC S002E (Part 1), dated 28 June 2000, and all related SCNs listed in section C, "Description, Specs, Work Statement", all of which are incorporated herein by reference in whole; and (3) the C-17 Multi-Year Production Statement of Work (SOW), Attachment 1 in Section J hereof. In addition, the contractor shall comply with the requirements of Special Contract Requirement H-006, "Warranty", Section H hereof. The effective date of the warranty is considered to be the date of acceptance of each aircraft. Warranty effort will be considered complete following expiration of warranty on all CLIN 0007 deliverables, per H-006.

The initial CLIN dollars exercised under this CLIN are specifically for Advance Buy in support of the following fiscal year aircraft. At time of Full Funding, the base CLIN will be modified to become a parent CLIN, with separate SubCLINs established for Advance Buy and Full Funding.

Advance Buy = \$ 248,899,995.

Modifications Affecting this CLIN:

P00003 - ECP-0227C2, Communication Open System Architecture (COSA) P00007 - Administrative Revision to MYP Buy Profile and Full Funding for FY03

Production (Descriptive Data)

P00005 - ECP 0239, Secure Enroute Communications Package - Improved (SECOMP-I)

P00004 - ECP-0234R2, Pallet Bumper Stop, Logistic Rail Bridge Set, and Loadmaster

Toolkit Deletion. This deleted OBLE from A/C P-101 and subs.

P00011 - CCP-0471, Mobility 2000 (M2K) Airline Operational Control (AOC) and Printer P00013 - CCP-0473, Main Landing Gear (MLG) Post Redesign. This mod definitized the UCA (P00006).

P00015 - ECP-0246C1, Update C-17 System and Air Vehicle Specification Requirements for SKE including TCAS Overlay SOW dated 29 September 2003 and NCO48299.

P00016 - ECP-0243, Loadmaster Printer Deletion

P00019 - See below items a through c:

a.ECP-0245R1 Cargo Compartment Lighting: Change in CLIN 0003 Price is \$329,985

b. CCP-0484 Fixed Fairing Redesign: Change in CLIN 0003 Price is \$719,430 c. CCP-0479 Stabilizer Strut Redesign: Change in CLIN 0003 Price is \$543,915

P00020 - ECP-0242R1, On-Board Inert Gas Generating System (OBIGGS) II

P00022 - CCP-0480C1, Fuel Venting and Contamination

		Qty	Unit Price
ITEM	SUPPLIES OR SERVICE	CES Purch Unit	Total Item Amount
8000		1	\$93,600,000.00
		Lot	\$93,600,000.00
	Noun:	FY05 ECONOMIC ORDER QUANTITY	. , ,
	ACRN:	U	
	NSN:	N - Not Applicable	
	Contract type:	J - FIRM FIXED PRICE	
	Inspection:	SOURCE	
	Acceptance:	SOURCE	
	FOB:	SOURCE	
	Descriptive Data:		
		e EOQ funds to achieve economic lot purch t buys.	ase that apply to

0009 13 \$149,552,875.00 Each \$1,944,187,375.00

Noun: FY07 AIRCRAFT AND WARRANTY

ACRN: U

NSN: N - Not Applicable
Contract type: J - FIRM FIXED PRICE

Inspection: SOURCE Acceptance: SOURCE FOB: SOURCE

Descriptive Data:

P00007 - The contractor shall fabricate, assemble, test, and deliver thirteen (13) C-17 air vehicles (P-168 through P-180) in accordance with: (1) the System Specification MDC S001E, dated 28 June 2000, and all related Specification Change Notices (SCNs) listed in Section C, "Description, Specs, Work Statement", all of which are incorporated herein by reference in whole; (2) the Prime Item Development Specification for C-17A Air Vehicle MDC S002E (Part 1), dated 28 June 2000, and all related SCNs listed in section

C, "Description, Specs, Work Statement", all of which are incorporated herein by reference in whole; and (3) the C-17 Multi-Year Production Statement of Work (SOW), Attachment 1 in Section J hereof. In addition, the contractor shall comply with the requirements of Special Contract Requirement H-006, "Warranty", Section H hereof. The effective date of the warranty is considered to be the date of acceptance of each aircraft. Warranty effort will be considered complete following expiration of warranty on all CLIN 0009 deliverables, per H-006.

The initial CLIN dollars exercised under this CLIN are specifically for Advance Buy in support of the following fiscal year aircraft. At time of Full Funding, the base CLIN will be modified to become a parent CLIN, with separate SubCLINs established for Advance Buy and Full Funding.

Advance Buy = \$212,899,999.

Modifications Affecting this CLIN:

P00003 - ECP-0227C2, Communication Open System Architecture (COSA)

P00007 - Administrative Revision to MYP Buy Profile and Full Funding for FY03 Production (Descriptive Data)

P00005 - ECP 0239, Secure Enroute Communications Package - Improved (SECOMP-I)

P00004 - ECP-0234R2, Pallet Bumper Stop, Logistic Rail Bridge Set, and Loadmaster Toolkit Deletion. This deleted OBLE from A/C P-101 and subs.

P00011 - CCP-0471, Mobility 2000 (M2K) Airline Operational Control (AOC) and Printer P00013 - CCP-0473, Main Landing Gear (MLG) Post Redesign. This mod definitized the

UCA (P00006).
P00015 - ECP-0246C1, Update C-17 System and Air Vehicle Specification Requirements for SKE including TCAS Overlay SOW dated 29 September 2003 and NCO48299.

P00016 - ECP-0243, Loadmaster Printer Deletion

P00019 - See below items a through c:

a.ECP-0245R1 Cargo Compartment Lighting: Change in CLIN 0003 Price is \$296,933

b. CCP-0484 Fixed Fairing Redesign: Change in CLIN 0003 Price is \$661,336

c. CCP-0479 Stabilizer Strut Redesign: Change in CLIN 0003 Price is \$476,905

P00020 - ECP-0242R1, On-Board Inert Gas Generating System (OBIGGS) II

P00022 - CCP-0480C1, Fuel Venting and Contamination

ITEM	SUPPLIES OR SERVICE	ES	Qty Purch Unit	Unit Price Total Item Amount
0010	Noun: ACRN: NSN: Contract type: Inspection: Acceptance: FOB:	RESERVED WARRANTY U N - Not Appli J - FIRM FIX SOURCE SOURCE SOURCE	cable	\$0.00 \$0.00 RAFT AND

Qty Unit Price
ITEM SUPPLIES OR SERVICES Purch Unit Total Item Amount

SUPPORT EQUIPMENT for OBIGGS II

0011

Noun: OVER AND ABOVE NSN: N - Not Applicable

Descriptive Data:

During the performance of this contract there may arise situations which require additional effort by the Contractor which is not covered by the existing contractual requirement. These situations are categorized as O&A activities. Although these O&A activities fall within the general scope of the contract, they were not anticipated and are not funded by the basic contract. the purpose of this CLIN (and I-Clause 252.217-7028: Over and Above Work) is to provide a contractual vehicle by which the Contractor and the Government can incorporate O&A requirements and funding for the unanticipated effort which may arise prior to aircraft acceptance by the Government. Some of the types of effort to be covered by these work procedures include but are not limited to: airframe repair due to fire, explosion, or flood; TCTO production implementation; and GFE/GFM repairs.

The Contractor shall provide Over and Above effort in accordance with DFARS 252.217-7028, set forth in Section I. ACO-directed Over and Above work shall be included as SubCLINs hereto via ACO modifications.

Inspections and acceptance requirements will be set forth in each ACO directed Work Request (ACO modification).

0011AA 4 \$77,053.25

Each \$308,213.00

Noun: SUPPORT EQUIPMENT FOR OBIGGS II (PROTOTYPE)

ACRN: AE

NSN: N - Not Applicable
Contract type: J - FIRM FIXED PRICE

Inspection: SOURCE
Acceptance: SOURCE
FOB: DESTINATION

Descriptive Data:

The following items make up the parts for the OBIGGS II support equipment:

Test Set - Advance Integration Fault Isolation - Part # 17G490535-1

Beam Hoisting - OBIGGS II ASM - Part # 17G490131-1

Platform & Ramp - OBIGGS II ASM Installation/Removal Part # 17G490127-1

Kit Hoisting - OBIGGS II Heat Exchanger - Part # 17G490129-1

One complete set (the 4 items listed above), of support equipment (prototype) will be delivered to four bases each.

The signature of an authorized Government representative on the Contractor's DD Form 250 will constitute evidence of completion of the delivery of the support equipment (Prototype). Payment will be made upon presentation of a properly executed DD Form 250.

ITEM	SUPPLIES OR SERVIC	CES	Qty Purch Unit	Unit Price Total Item Amount
0012	Noun: ACRN:	DATA U	1 Lot	NSP NSP
	NSN: DD1423 is Exhibit: Contract type: Inspection: Acceptance: FOB: Descriptive Data: The Contractor shall ful (CDRLs), Exhibits A an		KED PRICE	ract Data Requirements Lists

Completion of this CLIN shall be evidenced by written notification from the PCO verifying completion of the effort.

NO CLAUSES OR PROVISIONS IN THIS SECTION

C-001 - DESCRIPTION/SPECIFICATION/WORK STATEMENT IDENTIFICATION

The work shall be performed in accordance with: (1) all Attachments and Exhibits in Section J hereof; (2) the System Specification MDC S001E, dated 28 June 2000 (authenticated 24 August 2000), and all Specification Change Notices (SCNs) listed below; (3) the Prime Item Development Specification for C17A Air Vehicle MDC S002(I)E, dated 28 June 2000 (authenticated 24 August 2000), and all related SCNs listed below; and (4) all other provisions hereof.

F33657-96-C-2059 P00122, dated 28 November 2000, revised the System and Air Vehicle Specification from Revision D to E.

a. System Specification MDC S001E:

SCN No.	ECP No.	Mod No.
0001	0195C1	F33657-96-C-2059 P00118
0002	0201R1C1	F33657-96-C-2059 P00086
0003	0192R2	F33657-96-C-2059 P00129 (SCN Changed by P00133)
0004	0211C1	F33657-96-C-2059 P00133
0006	0208R2C1	F33657-96-C-2059 P00138

b. Air Vehicle Specification MDC S002(I)E:

SCN No.	ECP No.	Mod No.
0001	0195C1	F33657-96-C-2059 P00118
0002	0201R1C1	F33657-96-C-2059 P00086
0007	0218	F33657-96-C-2059 P00132
0003	0192R2	F33657-96-C-2059 P00129 (SCN Changed by P00133)
0004	0212C1	F33657-96-C-2059 P00133
0005	0208R2C1	F33657-96-C-2059 P00138

NOTICE: The following contract clauses pertinent to this section are hereby incorporated by reference:

FEDERAL ACQUISITION REGULATION CONTRACT CLAUSES

NOTICE: The following contract clauses pertinent to this section are hereby incorporated by reference:

AIR FORCE MATERIEL COMMAND FEDERAL ACQUISITION REGULATION SUPPLEMENT CONTRACT CLAUSES

5352.247-9011 PACKAGING AND MARKING OF HAZARDOUS MATERIALS (AFMC) (SEP 1998)

ACCEPTANCE OF ECONOMIC ORDER QUANTITY (EOQ): Contractor shall request acceptance of EOQ discrete events under Contractor Certificate of Completion Letter in lieu of DD250.

NOTICE: The following contract clauses pertinent to this section are hereby incorporated by reference:

A. FEDERAL ACQUISITION REGULATION CONTRACT CLAUSES

52.246-02	INSPECTION OF SUPPLIES FIXED-PRICE (AUG 1996)
52.246-11	HIGHER-LEVEL CONTRACT QUALITY REQUIREMENT (FEB 1999)
	Title, number (if any), date, and tailoring (if any) of the higher-level quality standards: 'ISO
	AS 9100A:2001'
52.246-16	RESPONSIBILITY FOR SUPPLIES (APR 1984)

B. DEFENSE FEDERAL ACQUISITION REGULATION SUPPLEMENT CONTRACT CLAUSES

252.246-7000 MATERIAL INSPECTION AND RECEIVING REPORT (DEC 1991)

C. AIR FORCE MATERIEL COMMAND FEDERAL ACQUISITION REGULATION SUPPLEMENT CONTRACT CLAUSES

5352.246-9000	MATERIAL INSPECTION AND RECEIVING REPORT (OMB NO. 07040248) (AFMC)
	(JUL 1997)
	Para (a)(1), Address to Forward DD250 'ASC/YCKA, Bldg 558, Room 113
	2590 Loop Road West, WPAFB OH 45433-7142'
	Para (a)(2), Address 'N/A'
	Para (a)(3), Additional Address(es) or "Not Applicable" 'N/A'
5352.246-9001	INSPECTION AND ACCEPTANCE (AFMC) (JUL 1997)
	para (a), offeror's plant location: 'Long Beach CA'
	para (a), offeror's packaging or final inspection and acceptance location 'Long Beach CA'

5352.246-9002 CORRECTION OF SUPPLIES ACCEPTED WITH DEFICIENCIES (AFMC) (JUL 1997)

ITEM	SUPPLIES SCHEDULE DATA	QTY	SHIP TO	MARK FOR	TRANS PRI	DATE
0001		1 1 1 1 1 1	U U U U U U			17 Sep 2004 11 Oct 2004 02 Nov 2004 29 Nov 2004 21 Dec 2004 24 Jan 2005 15 Feb 2005
	Noun: ACRN:	FY03 AIR	CRAFT AN	ID WARRA	ANTY	
0002		1	U			ASREQ
	Noun: ACRN:	FY02 ECC AA	ONOMIC C	RDER QU	ANTITY	
0003		1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			09 Mar 2005 31 Mar 2005 22 Apr 2005 16 May 2005 08 Jun 2005 30 Jun 2005 25 Jul 2005 16 Aug 2005 08 Sep 2005 30 Sep 2005 24 Oct 2005
	Noun: ACRN:	FY04 AIR	CRAFT & \	WARRANT	Υ	
0004		1	U			ASREQ
	Noun: ACRN:	FY03 ECC AB	ONOMIC C	RDER QU	ANTITY	

ITEM	SUPPLIES SCHEDULE DATA	QTY	SHIP TO	MARK FOR	TRANS PRI	DATE_
0005		1 1 1 1 1 1 1 1 1 1 1	000000000000000000000000000000000000000			15 Nov 2005 12 Dec 2005 13 Jan 2006 06 Feb 2006 28 Feb 2006 22 Mar 2006 13 Apr 2006 05 May 2006 30 May 2006 21 Jun 2006 17 Jul 2006 08 Aug 2006 30 Aug 2006 22 Sep 2006
	Noun: ACRN:	FY05 AIR0 9	CRAFT AN	ID WARRA	NTY	
0006		1	U			ASREQ
	Noun: ACRN:	FY04 ECC AD	NOMIC O	RDER QU	ANTITY	
0007		1 1 1 1 1 1 1 1 1 1 1	000000000000000000000000000000000000000			16 Oct 2006 07 Nov 2006 04 Dec 2006 05 Jan 2007 29 Jan 2007 20 Feb 2007 14 Mar 2007 05 Apr 2007 27 Apr 2007 21 May 2007 13 Jun 2007 06 Jul 2007 30 Jul 2007 21 Aug 2007 13 Sep 2007
	Noun: ACRN:	FY06 AIR0 U	CRAFT AN	ID WARRA	NTY	
0008		1	U			ASREQ
	Noun:	FY05 ECC	ONOMIC O	RDER QU	ANTITY	

ACRN: U

ITEM	SUPPLIES SCHEDULE DATA	QTY	SHIP TO	MARK FOR	TRANS PRI	DATE
0009		1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			05 Oct 2007 29 Oct 2007 20 Nov 2007 17 Dec 2007 18 Jan 2008 11 Feb 2008 04 Mar 2008 26 Mar 2008 17 Apr 2008 09 May 2008 03 Jun 2008 25 Jun 2008 18 Jul 2008
	Noun: ACRN:	FY07 AIR0 U	CRAFT AN	D WARRA	NTY	
0011AA		4	U			ASREQ
	Noun: ACRN: Descriptive Data: TBD	SUPPORT (PROTOT ^V AE		ENT FOR (OBIGGS II	l
0012		1	U			ASREQ
	Noun: ACRN: Descriptive Data: As Required by CDRLs	DATA U				

NOTICE: The following contract clauses pertinent to this section are hereby incorporated by reference:

A. FEDERAL ACQUISITION REGULATION CONTRACT CLAUSES

52.242-15	STOP-WORK ORDER (AUG 1989)
52.242-17	GOVERNMENT DELAY OF WORK (APR 1984)
52.247-29	F.O.B. ORIGIN (JUN 1988)
52.247-30	F.O.B. ORIGIN, CONTRACTOR'S FACILITY (APR 1984)
52.247-34	F.O.B. DESTINATION (NOV 1991)
52.247-55	F.O.B. POINT FOR DELIVERY OF GOVERNMENT-FURNISHED PROPERTY (APR
	1984)

B. AIR FORCE MATERIEL COMMAND FEDERAL ACQUISITION REGULATION SUPPLEMENT CONTRACT CLAUSES

5352.247-9000 COMMERCIAL BILL OF LADING SHIPMENTS-CARRIER'S RATES (AFMC) (JUL 1997)

ACRN	Appropriation/Lmt Subhead/Supplemental Accounting Data Obligation Amount
AA	-\$2.00 57 23010 112 3620 10C17A 010300 00000 000000 503000 F03000 Funding breakdown: On CLIN 0001: -\$65,000,000.00 On CLIN 000101: -\$2.00 On CLIN 0002: \$180,900,000.00 PR/MIPR: GYCF0027200059 \$245,899,998.00 Descriptive data:
	CLIN 0001 Advance Buy obligation amount is decreased by \$2.00 to allow CLIN aircraft unit values to be expressed in whole numbers.
AB	\$476,299,993.00 57
AC	\$1,053,389,260.00 57 33010 113 3620 10C17A 010100 00000 000000 503000 F03000 Funding breakdown: On CLIN 000102: \$334,124.00 PR/MIPR: GYCF0037200068 \$1,041,271,297.00 GYCF0037200051 \$7,500,000.00 GYCF0037200086PARTIAL \$203,000.00 GYCF0037200088FINAL \$318,773.00 GYCF0037200086 \$68,460.00 GYCF0047200012 \$642,229.00 GYCF0047200023FINAL \$173,719.00 GYCF0047200075FINAL \$334,124.00 Descriptive data: Modicifications affecting this ACRN:
	P00003 - PR GYCF0037200051, +\$ 7,500,000 P00007 - PR GYCF0037200068, +\$ 1,041,399,992 P00005 - PR GYCF0037200075, +\$ 2,877,658 P00004 - PR GYCF0037200068, -\$ 128,695 P00006 - PR GYCF0037200086, +\$ 203,000 P00011 - PR GYCF0037200088, +\$ 318,773 P00013 - PR GYCF0037200086, +\$ 68,460 P00014 - PR GYCF0047200012, +\$ 642,229 P00016 - PR GYCF0047200023, +\$ 173,719 P00022 - PR GYCF0047200075, +\$ 334,124

ACRN	Appropriation/Lmt Subl	nead/Supplemental Accounting Data	Amount
AD	Funding breakdown: PR/MIPR:	0C17A 010300 00000 000000 503000 F03000 On CLIN 000502: \$208,699,988.00 On CLIN 0006: \$158,900,000.00 GYCF0047200030 \$158,900,000.00 GYCF0047200036 \$208,699,988.00	\$367,599,988.00
	Descriptive data:		

This is the final use of the above-mentioned Purchase Request (PR).

ΑE \$1,586,421,555.00

57 43010 114 3620 10C17A 010100 00000 000000 503000 F03000

Funding breakdown: On CLIN 000302: \$0.00

On CLIN 0011AA: \$308,213.00 PR/MIPR:

GYCF0047200034 \$35,549,921.00

GYCF0047200037 \$1,536,153,047.00 GYCF0047200055 \$875,798.00 GYCF0047200053 \$1,430,077.00 GYCF0047200056 \$2,246,211.00 GYCF0047200068FINAL \$9,626,137.00 GYCF0047200076FINAL \$540,364.00

Descriptive data:

Modifications affecting this ACRN:

P00016(ECP-0243)	- PR GYCF0047200034, -\$	162,085
P00019(ECP-0245R1)	- PR GYCF0047200055, +\$	875,798
P00019(CCP-0484)	- PR GYCF0047200053, +\$	1,430,077
P00019(CCP-0479)	- PR GYCF0047200056, +\$	2,246,211
P00020(ECP-0242)	- PR GYCF0047200068, +\$	9,626,137
P00022(CCP-0480C1)	- PR GYCF0047200076, +\$	540,364
P00025(ECP-0243)	- PR GYCF0047200034, +\$	162,085
P00025(ECP-0243)	- PR GYCF0047200037, -\$	162,085

AF \$304,654.00

57 53010 115 3620 10C17A 010100 00000 000000 503000 F03000

Funding breakdown: On CLIN 000503: \$304,654.00

Payment instructions:

Aircraft and Warranty CLINs (0001, 0003, 0005, 0007, 0009, and 0010) are assigned as base CLINs with a single ACRN for each when first exercised, utilizing funds assigned for Advance Buy. The initial CLIN/ACRN dollars exercised under each of these base CLINs are specifically for Advance Buy in support of the following fiscal year aircraft. At the time of Full Funding, the base CLIN will be modified to become a parent CLIN, with separate SubCLINs established for Advance Buy and Full Funding. The initial ACRN from the base CLIN will be assigned to the SubCLIN for the Advance Buy. A separate ACRN (with different fiscal year funds) will be assigned to the SubCLIN for Full Funding

Funds exercised against the initial ACRN assigned to each Aircraft and Warranty CLIN should be paid fully, prior to paying from Full Funding ACRN which will be established with the Full Funding SubCLIN.

NOTICE: The following contract clauses pertinent to this section are hereby incorporated by reference:

FEDERAL ACQUISITION REGULATION CONTRACT CLAUSES

H-035 PLUS 42 AIRCRAFT OPTION (APR 2002)

(FEB 2002)

H-037

H-001 INCORPORATION OF APPLICABLE DOCUMENTS (MAY 2002) H-002 REPRESENTATIONS AND CERTIFICATIONS INCORPORATED BY REFERENCE (JAN 2002) H-003 CONTRACTOR INTERFACE (JAN 2002) H-004 USE OF STE, ST, AND GFE (JAN 2002) H-005 DEFINITION OF TERMS RELATING TO GROUND AND FLIGHT RISK (JAN 2002) H-006 WARRANTY (JAN 2002) H-007 TRAINING SYSTEMS COOPERATIVE ENABLING AGREEMENT (JAN 2002) H-008 CHANGE PROPOSALS (JAN 2002) H-009 CONFIGURATION BASELINES (JAN 2002) H-010 IMPACT OF FOREIGN MILITARY/COMMERCIAL SALES (JAN 2002) H-011 USE OF ITEMS ON PRODUCTION AIRCRAFT (JAN 2002) H-012 PAYMENTS (MAR 2002) H-013 TOTAL SYSTEM PERFORMANCE RESPONSIBILITY (JAN 2002) H-014 PRICING UNDERSTANDING (JAN 2002) H-015 CANCELLATION CEILING (MAR 2002) H-016 LIMITATION OF PRICE AND CONTRACTOR OBLIGATION FOR MULI-YEAR (MAR 2002) H-017 PROPERTY MANAGEMENT SYSTEM (JAN 2002) H-018 CONTRACTOR LIABILITY FOR BREAKOUT OF SUPPORT EQUIPMENT, SPARES, REPAIR OF REPARABLES, RETROFIT AND MODIFICATIONS (JAN 2002) H-019 DATA RIGHTS FOR COMMERCIAL STANDARDS AND ERFCS DRAWINGS (MAR 2002) H-020 TRANSFER OF ACCOUNTABILITY FOR ST, STE, AND GFE (MAR 2002) H-021 PRICING UNDERSTANDINGS FOR PREPARING ENGINEERING CHANGE PROPOSALS (ECPS) AND CONTRACT CHANGE PROPOSALS (CCPS) (JAN 2002) H-022 RESERVED H-023 TAILUP COSTS (MAY 2002) H-024 CAS NONCOMPLIANCE (JAN 2002) H-025 TRUTH IN NEGOTIATIONS ACT (TINA) WAIVER (MAY 2002) H-026 AUDIT AND RECORDS (JAN 2002) H-027 TERMINATION FOR THE GOVERNMENT'S CONVENIENCE ASC INDIVIDUAL **DEVIATION (FEB 2002)** H-028 TERMINATION FOR CAUSE ASC INDIVIDUAL DEVIATION (FEB 2002) H-029 RESERVED H-030 RESERVED H-031 FAR FLOWDOWN REQUIREMENT (JAN 2002) H-032 OBSOLESCENCE PRICING DEPENDENCIES (MAY 2002) H-033 ECONOMIC PRICE ADJUSTMENT (EPA) (MAY 2002) H-034 GOVERNMENT INSIGHT (FEB 2002)

NOTICE: The following contract clauses pertinent to this section are hereby incorporated in full text:

ON-BOARD INERT GAS GENERATING SYSTEM (OBIGGS) I CREDIT (MAY 2002)

H-036 INCORPORATION OF THE COMMERCIAL APPLICATION OF MILITARY AIRLIFT AIRCRAFT (CAMAA) INTO THE MULTI-YEAR PRODUCTION CONTRACT

A. FEDERAL ACQUISITION REGULATION CONTRACT CLAUSES IN FULL TEXT

B. OTHER CONTRACT CLAUSES IN FULL TEXT

ASC/YCK H042 FUEL TANK INERTING SYSTEM (APR 2004)

As a result of Engineering Change Proposal (ECP) -0242, the On-Board Inert Gas Generating System (OBIGGS) II is being incorporated into the C-17 Multi Year Production Follow-On Buy Contract F33657-02-C-2001, prior to completion of the development effort under Program Task Plan (PTP) 0111, Revision A of the PE/PI contract F33657-01-D-2000. The intent of this clause is to address how the Key Performance Parameters (KPP) for Preflight Fuel Tank Initialization Time and Mean Time Between Removal (MTBR) under PTP 0111, Revision A, will be satisfied under the production contract.

The Preflight Fuel Tank Initialization Time of 90 minutes has been incorporated into the Air Vehicle Specification (AVS) MDC 2002(I)E, through Specification Change Notice (SCN) 0019, paragraphs 3.7.1.11.10.1.2 Fuel Tank Inerting System and 4.3.7.1.11.10.1.2 Fuel Tank Inerting System - Verification. The initialization time assumes successful completion of the verification testing stipulated in PTP-0111, Rev. A. In the event those tests yield an initialization time greater than 90 minutes, the AVS paragraph added under SCN 0019 will be revised to reflect the actual inerting time demonstrated during the verification tests. This will be accomplished via an administrative ECP.

The MTBR KPP in PTP-0111, Rev. A will be demonstrated and verified through a 3,000 hour flight test verification program. If as a result of this demonstration and test, the MTBR requirement is not achieved, the Government may elect to fund additional redesign and test efforts under PTP-0111, Rev A of PE/PI contract F33657-01-D-2000. The Government may incorporate any resulting redesign into the production aircraft of the Multi-Year Production Follow-On Buy Contract F33657-02-C-2001, pursuant to the Changes clause of the contract.

The Contractor is responsible for delivering and maintaining an OBIGGS II configuration consistent with ECP 0242 and this clause. If Boeing/vendor initiates system changes/upgrades to the OBIGGS II system and it is later determined such changes adversely affect the system reliability demonstrated and verified under PTP-0111, Rev. A, Boeing shall take whatever actions are necessary to return OBIGGS II reliability to the demonstrated reliability levels, on all aircraft equipped with the OBIGGS II system, at no additional cost to the Government.

This Clause was modified by: P00020.

H-001 INCORPORATION OF APPLICABLE DOCUMENTS (MAY 2002)

- (a) The purpose of this provision is to clarify to what extent referenced documents are to be incorporated in the contract and thus limit the mass incorporation by reference of specifications, MIL-standards, exhibits, attachments, drawings or other documents, hereafter referred to as documents which are cited or referenced in this contract or cited or referenced within other documents and which may or may not be relevant to this contract.
- (b) Therefore, all documents which are referenced in this contract are subject to the following ground rules concerning incorporation:
- (1) Incorporated With Government Approval Required For Changes. Referenced documents that are incorporated in this manner require full Government coordination/approval of all changes and a contract modification (via a properly executed Standard Form 30) to incorporate the approved changes. Unless a specific date is cited in the contract the date of the referenced document shall be no later than the effective date of this contract. Notwithstanding these requirements, a later issue date/revision of a referenced document may be used as a contractor option on a selective basis with notification to and concurrence of the assigned Contracting Officer. This manner of incorporation applies to all documents not included in paragraphs (b)(2) and (b)(3) below.

(2) Incorporated With Contractor Changes Authorized Subject to Government Veto Rights. Referenced documents that are incorporated in this manner may be changed by the Contractor; however, written notification to the Contracting Officer is required and the Government has 30 days from receipt of the notification to veto the change. Contractual modifications (via a properly executed Standard Form 30) are not required to incorporate changes which the Government does not veto. This manner of incorporation applies to the following documents:

MDC P240, Mass Properties Control and Management Plan (MPCMP)

MDC J9208 Durability and Damage Tolerance Control Plan

MDC 95H0048 Configuration Management Plan
MDC 95K7098 Software Development Plan
MDC 93K7250 C-17 System Safety Program Plan

TA-PD-261M C-17 Drawing Requirements Manual (veto rights limited to model based

definition (MBD) engineering disclosure or MBD data set elements)

TA-027 Property Management Manual

(3) Incorporated With No Government Approval or Notification Requirements. Referenced documents that are incorporated in this manner may be changed by the Contractor without notice to or approval of the Government. Furthermore, the Government has no veto rights to changes and contractual modifications (via a properly executed Standard Form 30) are not required to incorporate changes. This manner of incorporation applies to the following documents:

PRO-251 Records and Information Management Program

MDC P211 C-17 Parts Management Plan

MDC 01K7019 Manufacturing Management Systems Report

TA-QM-001 A&T Programs Quality Manual

Configuration Item (CI) Specifications (Listed in MDC 95H0048)

Computer Program Configuration Item (CPCI) Specifications (Listed in

MDC 95H0048)

Critical Item (CRI) Specifications (Listed in MDC 95H0048)

- (c) Subtier documents (documents not specifically cited in the contract) are not considered incorporated unless the particular reference expressly includes the application of subtier documents. When incorporated, subtier documents are subject to the same ground rules as set forth in paragraphs (b)(1), (b)(2) and (b)(3) above.
- (d) Notwithstanding the above, data items submitted in response to CDRLs do not themselves constitute contractual requirements to perform any effort specified in the text of such data submissions, but rather requirements to perform such effort are as stated elsewhere in this contract.

H-002 REPRESENTATIONS AND CERTIFICATIONS INCORPORATED BY REFERENCE (JAN 2002)

Pursuant to FAR 15.204-1(b), Section K Representations and Certifications are incorporated herein by reference.

H-003 CONTRACTOR INTERFACE (JAN 2002)

(a) The Contractor agrees to provide assistance, and data documentation, equipment, information and shall negotiate contractual agreements with other Government agencies, organizations and departments and/or their contractors, having Memoranda of Agreement with the C-17 Program Office or otherwise identified in writing by the Contracting Officer. The assistance, data, documentation, equipment and information contemplated may be in support of separate contracts or study efforts by those agencies. The intent of this Special Contract Requirement is to require the participation of the prime contractor in other efforts having a need for C-17 related/applicable data, documentation, equipment, and information. This participation shall be without any increased price under this contract. All price impacts associated

with providing the assistance, data, documentation, equipment and information required by this clause shall be borne by the requesting agency, organization, department or contractor or potential Contractor, organization or department. All interfaces shall be between the C-17 contractor and the requester, and shall be without any detriment to performance or change in the contract price.

(b) Since the Government is providing the engines to the Contractor as Government Furnished Equipment, Contractor data for the engines is limited to that which is furnished by the Government or data provided at no cost to the Contractor by the engine manufacturer. The Contractor is unable to warrant the completeness and/or accuracy of such data. If the Contractor receives requests under this clause relating to GFE engines which are beyond the Contractor's ability to respond, then the requester will be redirected to apply to the Government or the engine manufacturer.

H-004 USE OF STE, ST, AND GFE (JAN 2002)

Contractor is hereby authorized to use Special Test Equipment, Special Tooling and Government Furnished Equipment from any of their C-17 prime contracts in performance of work under this contract.

H-005 DEFINITION OF TERMS RELATING TO GROUND AND FLIGHT RISK (JAN 2002)

- (a) The term "in the open" as used in the clause of this contract entitled "Ground and Flight Risk," also includes: paint hangars, Hush houses, test hangars, and comparable structures that are not roofed and completely enclosed on all sides with permanent walls and doors and any building not located on premises owned or leased by the Contractor or which the Contractor is entitled to use under any facilities contract with the Government.
- (b) The term "Contractor's Premises," as used in the clause of this contract entitled "Ground and Flight Risk," shall also mean premises as to which Contractor has a permit, license, or other right of use, either exclusively or jointly with others, including but not being limited to: airfields, runways, aprons, ramps, taxiways, and aircraft parking areas and ways adjoining any such premises.

H-006 WARRANTY (JAN 2002)

- 1. Scope Of Warranty
- a. Subject to the limitations and conditions hereinafter set forth, the Contractor grants to the Government the following warranties:
 - (1) Essential Performance Requirement (EPR):

The EPR for the Multi-Year Aircraft is the range payload performance. The Contractor warrants that all aircraft shall meet the range payload performance as identified in the C-17 System Specification, MDC S001, paragraphs 3.2.1.1 through 3.2.1.5, current as of the date of aircraft order, at no change in contract price. The Contractor shall not warrant against a deficiency caused by the GFP engine not meeting the engine specification in effect at the time of contract award.

(2) Contractual specification conformance, system integration, and material and workmanship in accordance with the baseline design as defined below:

Contractor warrants that each aircraft, its structures and systems, its installation and manufacture (but not including its design, or engines, other parts, accessories, or units not manufactured by the Contractor or to the Contractor's design), shall upon delivery be free from:

- (i) Defects resulting in the aircraft's failure to conform to Contractor's design drawings.
- (ii) Defects in material and its manufacturing workmanship except with respect to parts or items not manufactured by the Contractor, or to the Contractor's design.

- (iii) Defects in workmanship, except for workmanship of Government Furnished Equipment (GFE) items and items not manufactured by the Contractor or to the Contractor's design.
 - (iv) Defects in the installation of any article installed by the Contractor.
- b. The warranties set forth in this contract are applicable only to the production aircraft contract and its amendments, and does not include any expressed or implied warranty coverage under any other contract, including PE/PI or the Flexible Sustainment contracts.
- c. This warranty is effective upon acceptance of each aircraft by the Government and extends for a period of two (2) years, beginning with and including, the initial day of acceptance.
- d. This clause defines the extent of the Contractor's obligation regarding warranty. For those items not manufactured by the Contractor, the Contractor will obtain and forward to the Government copies of the warranties received from its first tier subcontractors to the C-17 SPO Warranty Manager (ASC/YCD). The Government will process all failures of supplier items through the ICS repair process under the Flexible Sustainment Contract, where the subcontractor will reach a determination of whether an item is under warranty. In the event that a failed item is repaired by the subcontractor under warranty, the benefit of that warranty will be flowed to the Government through the ICS repair process under the Flexible Sustainment Contract. However, if the Government disagrees with the first tier subcontractor's determination of whether its warranty applies, the contractor will investigate and assist the Government in the resolution of any valid warranty claims.
- e. The Contractor shall forward any supplier furnished recall notices to the Government by contract letter.

2. Correction Of Deficiencies

- a. Definitions as used in this clause:
- (1) "deficiency or defect" means any condition or characteristic in any aircraft, which is not in compliance with the requirements of this contract. This definition excludes any and all engine related supplies, and all other items not manufactured by the Contractor, or provided to the Contractor by one of its suppliers.
- (2) "correction" means any and all actions necessary to eliminate any and all deficiencies.
- (3) "acceptance" of means the execution of a DD Form 250 or similar document by the Government for aircraft furnished hereunder; provided however, that acceptance thereof, with identified deficiencies, shall not be deemed acceptance to the extent of such deficiencies.
- (4) "Items not manufactured by the Contractor" means any item provided to the Contractor by one of its suppliers. Items provided to the Contractor by any of its components through an Interdivisional Work Authorization (IWA) are considered to be items manufactured by the Contractor and are covered by this clause.

b. General

- (1) The Contractor shall:
- (i) ensure that all RM&A design corrective actions to the C-17 Aircraft accomplished prior to, and as a result of, the RM&A Evaluation are incorporated into the Multi-Year Aircraft:

- (ii) ensure that all durability design remedies to the C-17 weapon system accomplished prior to, and as a result of the durability test program through the first forty-five thousand (45,000) hours of durability testing shall be installed or identified through the waiver/deviation process and.
 - (iii) correct deficiencies in accordance with the provisions of this clause.
 - (2) The rights and remedies of the parties provided in this clause:
- (i) shall not be affected in any way by any other provision under this contract concerning the conclusiveness of inspection and acceptance; and
- (ii) are in addition to and do not limit any rights afforded to the parties by any other clause of this contract.
- (3) The Contractor shall not be responsible under this clause for the correction of deficiencies in Government Furnished Property (GFP), except for deficiencies limited to installation and/or integration caused as a direct result of the Contractor's standard production process.
- (4) The Contractor's liability shall be limited in accordance with FAR 52.246-24 Limitation of Liability -- High Value Items and its Alternate I and DFARS 252.228-7001 Ground and Flight Risk as set forth in Section I.

(5) Government Performed Corrections

- (i) As an alternative to the performance of the work by the Contractor under this clause, such repairs and corrections (excluding correction of design defects) may, at the Government's option, be performed by the Government or any logistics support organization designated by the Government. Government corrections of defects, or the performance of normal maintenance actions, shall not invalidate any contractor warranty as long as the Government, or designated logistic support organization, operates and maintains the aircraft/item in accordance with the Contractor's provided technical order(s) (TOs). The contractor shall not be liable for any modification, defect, or its consequential damage as a result of a defect installed by the Government or its agents that has not been approved by the contractor.
- (ii) Should the Government elect to effect the repairs or corrections covered by 1.a(2) above to the Contractor manufactured and/or designed items, the Contractor shall, under the conditions set forth below, reimburse the Government for the repair, rework, or correction of any specification, non-conformance, or defect performed at the Government's repair facilities or by a logistics support organization designated by the Government, and will recognize same for any and all other purposes as a correction under this warranty. Should the Government elect to make any of the foregoing repairs, replacements and corrections, the Contractor shall credit the Government for the Government's or logistics support organization's standard labor hours to repair such defect, at the "hourly pay rate" set forth in the Air Force Instruction (AFI) 65-503 for Air Force Enlisted Category E-5, plus a burden rate of fifty percent (50%) of the hourly pay rate. The labor rate for each repair, replacement or correction must be computed using the applicable hourly pay rate for the fiscal year in which the repair, replacement and/or correction was accomplished. In no event shall this labor rate exceed the applicable manufacturing direct labor rate of McDonnell Douglas Corporation (A Wholly Owned Subsidiary of the Boeing Company) plus a burden rate of one-hundred percent (100%) of said manufacturing rate. In the event of Government correction, the Contractor shall also credit the Government for the parts and materials used at the cost to the Government. Disassembly of the aircraft to correct the defect; removal of the defective or faulty structure, system, accessory, equipment or part; installation of the corrected or new part; and reassembly of the aircraft, if performed by the Government, (except as to inspection. checkout, troubleshooting, and test effort) shall also entitle the Government to credit for such effort in accordance with the formula set forth above. If it is mutually agreed to by both parties, the Contractor may replace any parts or materials used by the Government in the performance of corrections in lieu of a

credit. The location for delivery of replacement parts or materials shall be determined by the Government. When temporary or interim repairs, replacements and corrections are accomplished by the Government and not proposed or requested by the contractor, the Contractor's liability to the Government hereunder shall not exceed the cost of furnishing a permanent repair, replacement or correction or the monetary equivalent thereof.

(iii) At the end of each quarter, the Government will present the Contractor: 1) a detailed report of all defects claimed by the Government, accepted by the Contractor, and corrected by the Government, or designated logistics support organization; and 2) a letter requesting a credit for the labor and/or parts and material used in accomplishing the corrections. The report will set forth the aircraft or item on which each defect occurred, the total number of standard labor hours (as determined by the Logistics Support Analysis (LSA) data) incurred in correcting each defect: the date the repair, replacement, or correction was accomplished; and any parts and/or materials used during each correction and their cost to the Government. The Contractor shall have ninety (90) days from receipt of the report to provide written concurrence/nonconcurrence with the reported hours for corrections and costs for parts and materials used in said corrections. Based upon the mutually agreed to labor hours and costs reported during the calendar year, a modification will be issued annually to credit the contract in accordance with paragraph (ii) above, and parts and material costs unless replacement of parts and/or materials is mutually agreed upon by the Air Force and the Contractor.

(6) The Government shall:

- (i) formally report the defect, in writing, to the Contractor's Warranty Administrator at its production facility within sixty (60) calendar days following such defect having been discovered within the effective warranty period, and,
- (ii) return the defective or faulty aircraft, accessory, equipment, or part to the Contractor's facility (unless such return is not feasible or the Government elects to effect the repair at its own Logistics Support Organization facility) within sixty (60) calendar days following the end of the applicable aircraft warranty period or within sixty (60) calendar days following discovery of the defect by Government, whichever is earlier. Further, provided that if for reasons beyond the Government's control, return of the item to the Contractor's facility is not possible within said sixty (60) calendar day period, but is feasible within a 120 day period, and if the Government so notifies the Contractor in writing, the sixty (60) calendar day period shall be waived, but the Government must return the item to the Contractor's facility within one hundred and twenty days from initial claim. Where return is feasible and the Government elects not to effect the repair, but to have the Contractor make the repair, Contractor may elect to have the Government retain the defective item for a period not to exceed sixty (60) days for Contractor directed disposition or dispose of the defective item, if it is to be replaced.
- (7) a defect shall be deemed to have been discovered by the Government at the time it in fact becomes known to the C-17 buying office's Contracting Officer (CO) without regard to whether it should have or could have become known at any earlier time and without regard to whether any other officer, employee, or agent of the Government had prior knowledge of same.
- (8) Except as provided in 2.b.(2) above, the parties agree that this warranty shall be the sole, complete and exclusive remedy for any and all defects related to aircraft delivered under this contract.
 - c. Modification of Contract With Respect to Uncorrected Deficiencies.

In the event of timely notice of a Government decision not to correct or only to partially correct, the Contractor shall submit a technical and price proposal to amend the contract to permit acceptance of the deficient items in accordance with the revised requirements, and an equitable reduction in contract price shall promptly be negotiated by the parties and reflected in a supplemental agreement to this contract. Failure to agree to such an equitable adjustment shall be a dispute concerning a question of fact within the meaning of the clause of this contract entitled "Disputes."

d. Deficiencies in Aircraft Not Yet Accepted.

If the Contractor becomes aware at any time before acceptance by the Government (whether before or after tender to the Government) that a deficiency exists in an aircraft furnished by the Contractor, under this contract, the Contractor shall promptly correct the deficiency or, if the Government elects to invoke the procedures in paragraph c. above, the Contractor shall promptly communicate information concerning the deficiency to the Contracting Officer in writing, together with a detailed recommendation for corrective action.

- e. No Extension in Time for Performance; No Increase in Contract Price.
- (1) The Government shall not be responsible for extension or delays in the scheduled deliveries or periods of performance under this contract as a result of the Contractor's obligations to correct deficiencies, nor shall there be any adjustment of the delivery schedule or period of performance as a result of such correction of deficiencies, except as may be agreed to by the Government in a supplemental agreement with adequate consideration.
- (2) It is hereby specifically recognized and agreed by the parties hereto that this clause shall not be construed as obligating the Government to increase the contract price.
 - f. Transportation Charges.
- (1) When the Government returns deficient items to the Contractor for correction or replacement pursuant to this clause, the Contractor shall be liable for transportation charges up to an amount equal to the cost of transportation by usual commercial method of shipment from the designated destination point under this contract to the Contractor's plant, in addition to any charges provided for by (2) below. The Contractor shall also bear the responsibility for the deficient items while in transit. For the purpose of this paragraph the words "deficient items" in the phrase "deficient items in transit" shall not include an aircraft.
- (2) When compliance with the terms of this clause by the Contractor involves shipment of corrected or replacement supplies from the contractor to the Government, the contractor shall be liable for transportation charges up to an amount equal to the cost of transportation by the usual contractor's commercial method of shipment from the contractor's plant to the designated destination point under this contract. The Contractor shall also bear the responsibility for the supplies while in transit.
 - g. Contractor Responsibility to Proceed with Correction or Replacement.

If the Contractor does not agree to correct or replace the supplies delivered, the contractor shall nevertheless proceed in accordance with the written request issued by the Contracting Officer to correct or replace the defective or non-conforming supplies. In the event it is later determined that such supplies were not defective or non-conforming within the Provisions of this clause, the contract price will be equitably adjusted. Failure to agree to such an equitable adjustment shall be a dispute concerning a question of fact within the meaning of the clause of this contract entitled "Disputes."

h. Correction of Defective Replacement and Re-performances.

Any parts hereof corrected or furnished in replacement and any services re-performed pursuant to this clause shall also be subject to all the provisions of the clause to the same extent as parts or services initially accepted. The warranty with respect to parts shall be equal to that set forth in paragraph 1 above, and shall apply from the date of delivery of such corrected or replaced items.

i. Warranty report.

The Contractor shall, together with the written acceptance or denial of warranty liability required by 2.b hereof, within sixty (60) calendar days after receipt of the Contracting Officer's notification of deficiency, submit to the Government in as much detail as possible: (a) a complete identification of the cause; (b) the proposed method for effecting and verifying the repair; (c) the Life Cycle Cost impact of (b) above; and (d) the proposed schedule for accomplishing (b) above. The above information shall be submitted without regard to whether the Contractor accepts or denies liability pursuant to 2.b hereof.

j. Price.

Contractor compliance with this clause shall be at no increase in the contract price.

H-007 TRAINING SYSTEMS COOPERATIVE ENABLING AGREEMENT (JAN 2002)

- (a) The Contractor on behalf of itself and designated subcontractors shall enter into written agreements with designated Training Systems contractor(s), such designations to be made by the Contracting Officer (CO) on behalf of the ASC Training Systems Product Group, which shall require the Contractor and its subcontractors to provide, as a minimum, the Training Systems contractor(s) with:
- (1) All necessary design, performance, characteristics and operational (including flight test data) technical data of the C-17 system. If the Training Systems contractor(s), with Government concurrence, determines that the data provided is not adequate for Training Systems design, the Contractor agrees to create and provide said data to the Training Systems contractor(s) (see paragraph (g) below). Differences between the contractors on the need for additional data will be resolved by the Government.
- (2) All technical data relating to the Producibility Enhancement/Performance Improvement (PE/PI) contract proposals, C-17 Engineering Change Proposals (ECPs), deviations, waivers or any other comparable documents that may change the Training Systems design. The Contractor will release the technical data to the Training Systems contractor(s) as it is developed. The technical content of the proposals will be forwarded to the Training System contractor(s) as soon as practical, to enable Training System change proposals to be released concurrently with the aircraft proposals. Additionally, a copy of the final C-17 change proposal will be forwarded to the Training Systems contractor(s) concurrent with release to the Contracting Officer.
- (3) All technical data, and software, specifically developed in the Contractor's internal simulation activities for the C-17 that the Government determines may otherwise be useful to the Training Systems contractor(s).
- (b) The Contractor will attend and provide, as requested by the Government and the Training Systems contractor(s), technical support at all Training System Integrated Product Team activities.
- (c) The Contractor agrees to sell to the Training Systems contractor(s) any C-17 aircraft parts required for the development, manufacture or support of the Training Systems concurrent with the C-17 production and/or retrofit buy and negotiate an agreement with the Training Systems contractor(s) for control and nondisclosure of technical data and computer software data required by the Training Systems contractor(s) which is considered by the Contractor to be proprietary, provided that such data has not been delivered nor is deliverable under this or any other Government contract with unlimited rights as defined in the clauses entitled, "Rights in Technical Data - NonCommercial Items (Nov 1995)", DFARS 252.227-7013, and "Rights in Noncommercial computer software and noncommercial computer software documentation (Jun 1995)", DFARS 252.227-7014 of this contract.
- (d) The cooperative enabling agreement shall also establish the capability for the Training Systems contractor(s) to provide to the airframe contractor the training impact data and budgetary cost estimates associated with implementing changes.
- (e) Under this contract the Contractor shall perform only that effort associated with attendance at change review board meetings conducted under this production contract.

- (f) This special contract requirement is not intended to obligate the Contractor to procure subcontractor data or computer software which was previously developed at private expense unless specifically and contractually required and funded.
- (g) It is the understanding of the parties that the contractor's allowable costs associated with the Training Systems Cooperative Enabling Agreement are included in the separate Flexible Sustainment Contracts (with the exception of attendance at change review board meetings which are included in this production contract). It is further understood that in the event data over-and-above that which is required to be created under the requirements of the C-17 contracts is determined to be required in accordance with the provisions of paragraph (a)(1) above, any associated allowable costs or price impact for creation of said data will be negotiated and procured via the Training Systems contract(s) prior to the contractor's creation and delivery of said data under agreement with the Training System contractor(s).

H-008 CHANGE PROPOSALS (JAN 2002)

- (a) If the Contractor submits a change proposal or recommendation for corrective action to the Government for consideration, such change proposal or recommendation shall include the following:
- (1) The coordination of the engine contractor if such change proposal affects, or may affect, the design, performance characteristics, inspection procedures, supportability and/or test requirements applicable to the engine. (Note: The engines are being provided as GFE and any changes affecting the engines should be brought to the attention of the engine contractor via the Associate Contractor Agreement or through the C-17 SPO.)
- (2) Notification to the Training Systems contractor(s) that a configuration change is being proposed.
- (3) Identification of analysis and/or testing which will be required to ensure the proposed change meets specification requirements.
- (b) The Contractor agrees to make any data changes occasioned by Class II changes at no increase in the contract price.
- (c) For additional information pertaining to change proposals, see the Configuration Management Plan referenced in the production Statement of Work (Attachment 1 of this contract).

H-009 CONFIGURATION BASELINES (JAN 2002)

The functional, allocated, and product configuration baselines shall be as defined and documented below. Revision level of referenced specification shall be the current level at the time of contract award including Specification Change Notices (SCNs) listed in Section C, "Description, Specs, Work Statement"; as updated by change notices/revisions incorporated by subsequent contract changes.

- a. Functional Baseline. The functional baseline for the C-17A Air Vehicle System shall be as defined by the most current versions of System Specification No. MDC S001 incorporated herein by reference and hereby made a part hereof.
- b. Allocated Baselines. The allocated baseline for the C-17A Air Vehicle shall be as defined by the most current version of the Air Vehicle Prime Item Development Specification No. MDC S002(I), incorporated herein by reference and hereby made a part hereof. The allocated baselines for Air Vehicle Subsystems (which shall include computer program configuration items (CPCIs)), below the Air Vehicle configuration item level, shall be as defined by the authenticated Part I Development Specification for each configuration item.

- c. Product Baseline. The product baseline for the air vehicle shall be defined by the authenticated Part II Product Specification, MDC S002(II). The product baseline for the air vehicle subsystems (which shall include computer program configuration items (CPCI)), below the air vehicle configuration level, shall be defined by the authenticated Part II Product Fabrication Specifications.
- d. Engine Baseline. Notwithstanding the above, the engines are being provided as GFE and will be baselined at Engine Serial Number (ESN) E170113 Version D03.
- e. For additional information pertaining to configuration baselines, see the Configuration Management Plan referenced in the production Statement of Work (Attachment 1 of this contract).

H-010 IMPACT OF FOREIGN MILITARY/COMMERCIAL SALES (JAN 2002)

- (a) As detailed in this clause, the parties have mutually agreed to the following flexible arrangement that allows the Government to substitute aircraft requirements associated with Foreign Military Sales and/or Direct Commercial sales for the Air Force requirements specified in this MY contract. The Government may substitute Foreign Military Sales (FMS) and/or Direct Commercial Sales (DCS) for Air Force requirements during the performance of this Multi-Year (MY) contract, subject to the conditions contained in this Special Contract Requirement (SCR). Only the FMS/DCS sale substitutions covered in this clause are authorized -- other impacts resulting from FMS/DCS sales will be the subject of negotiations between the Government and Contractor.
- (b) Definitions as used in this clause are:
- (1) Substitution Air Force replacement of Section B requirements with FMS and/or DCS requirements.
- (2) Foreign Military Sales (FMS) sales to the U. S. Government on the behalf of a Foreign Government in accordance with DFARS 225.73.
- (3) Direct Commercial Sales (DCS) contractor sales directly to countries approved to receive defense articles and services under the Arms Export Control Act (AECA) (as opposed to Government-to-Government sales under FMS).
- (4) BC-17 Sales sales of C-17 for commercial purposes.
- (5) Air Force Requirements the delivery schedule and program fiscal year aircraft quantity outlined in Section B and F of this contract.
- (c) The Contractor will keep the Air Force apprised of any on-going discussions with FMS/DCS/BC-17 customers. Not later than sixty (60) days (or as close to sixty (60) days as possible) prior to making a firm offer on a FMS/DCS/BC-17 sale during the life of this contract, the contractor shall provide the Contracting Officer (ASC/YCK), and the Administrative Contracting Officer (DCMA), with an estimate of the impact to this contract from the potential sale.
- (d) The Government may substitute FMS and/or DCS aircraft, that do not impact other Contractor obligations that exist under other FMS/DCS contracts, for Air Force requirements under this MY contract. If the number of substituted FMS/DCS units is equal to the number of deleted Air Force units, the remaining Air Force unit prices for that lot and all subsequent lots will remain unchanged as a result of the substitution. FMS/DCS substitutions do not constitute a reduction in Air Force requirements under para (b) of FAR 52.217-2.

- (e) Air Force units that are deleted from a MY lot may be moved to any mutually agreeable future lot within the MY program years. The price for the(se) moved unit(s) will be renegotiated to a price not-to-exceed the average unit price of the aircraft in that lot.
- (f) During the life of this contract, the Government grants the contractor rent-free, non-interference use of C-17 Special Tooling/Special Test Equipment and GFP provided under this contract for FMS/DCS/BC-17 production programs.
- (g) Nothing in this clause shall be construed to deviate from or modify the requirements of the Security Assistance Management Manual (SAMM), DOD 5105.38-M, and/or the requirements of the Defense Security Assistance Agency (DSAA).
- (h) In the event of an FMS/DCS/BC-17 sale, the Air Force will provide the following assistance to the Contractor:
- (1) Permission to use Production inventory, including Government Furnished Equipment (GFE), for other customers provided such use does not interfere with Air Force deliveries. Contractor will either pay back the Air Force or purchase the inventory/GFE in accordance with mutually agreed upon procedures. The contractor is permitted to purchase inventory from other supply agencies, such as Defense Logistics Agencies (DLAs) and Air Logistics Centers (ALCs). The Contractor is also granted access and the usage of data associated with GFE that is in the possession of the Government.
- (2) Contractor access and use of training facilities will be on a non-interference basis. Air Force training support will be contracted separately from this contract with the appropriate consideration.
- (3) Permission is granted by the Government for the Contractor to use work in process aircraft, that have received Performance Based Payments Financing from the Government, as FMS/DCS/BC-17 deliverables. Contractor shall notify Government when an Air Force financed aircraft is to be used for other customer requirements and coordinate with the DCMA the credit of financing received back to the Government. This permission is predicated upon the Contractor satisfying Air Force contract delivery requirements.

H-011 USE OF ITEMS ON PRODUCTION AIRCRAFT (JAN 2002)

In reference to FAR clause 52.211-5, "Material Requirements (AUG 2000)," the Contractor is authorized to utilize used or reconditioned items in aircraft production if:

- (1) The equipment has not been subjected to destructive qualification testing.
- (2) The item has been used in operational aircraft or the flight/ground test program, provided such use does not consume the item.

This authorization is applicable only to unusual instances when it is in the best interest of the program. All items provided pursuant to this clause shall be in a serviceable condition and show no evidence of deterioration. The Contractor shall notify the Administrative Contracting Officer in writing (prior to acceptance of the affected aircraft) when used or reconditioned items are utilized. This authorization in no way relieves the Contractor from item quantity requirements set forth elsewhere in this or any other C-17 contract.

H-012 PAYMENTS (MAR 2003)

This contract provides financing to the Contractor in the form of Performance-Based Payments (PBPs). PBPs are made herein on a deliverable item basis. Financing payments and terms are applicable to the entire contract. This special contract requirement, together with Section J Attachment 6, documents the payment events, payment schedule, and completion criteria. In accordance with FAR 32.10 and contract

clause FAR 52.232-32, the contractor shall be paid on the basis of successful performance of specific events under the following conditions:

- a. The performance based payment events, the criteria for successful completion of the event, the method for verification of completion leading to the government authorizing payment, and the amount of the payment are included as Section J Attachment 6 to this contract. Liquidation of PBPs occurs either upon delivery of the aircraft or other completion as identified in Section J Attachment 6.
- b. All PBP events are severable except for the last aircraft event (event 4). Successful completion of the severable events is not dependent on the completion of prior events. Event 4 is cumulative. The successful completion of this cumulative event is dependent on the accomplishment of the preceding aircraft events.
- c. In no event will payment for Aircraft PBP events, EOQ PBP events or Liquidation, be made prior to receipt and obligation of funds to the contract. The Contractor is entitled to a PBP upon successful performance of the specified events or performance criteria. While completed aircraft events may be billed in advance of the schedule in Section J, Attachment 6A, "Aircraft Performance Based Payments" schedule, the parties agree that such early billings for aircraft PBP events will only be permitted if sufficient and appropriate funds have been obligated on the contract. The parties agree that completed EOQ PBP events will not be billed prior to the month identified in the Section J, Attachment 6B "Economic Order Quantity (EOQ) Performance Based Payments" schedule. Liquidation may be billed upon completion of the liquidation event and completion of all prior events for the CLIN. Should Boeing have additional C-17 sales to other customers, the Fuse numbers associated with EOQ payments events shall be adjusted accordingly.
- d. The Administrative Contracting Officer (ACO) is authorized to approve payment upon presentation of documentation by the contractor of successful completion of the event(s) in accordance with FAR 52.232-32.
- e. Entitlement to a performance-based payment is solely on the basis of successful performance of the specified events or performance criteria. However, if there is a Government-caused delay, the Contracting Officer may renegotiate the PBP payment schedule, to facilitate contractor billings for any successfully accomplished portions of the delayed event or criterion.
- f. The contractor may request revisions to the payment events. Request should be submitted in writing to the ACO (who will coordinate with the PCO) with a complete justification for the revision. Consideration should be given to what program circumstances exist that make accomplishment of the currently planned events impossible or impractical as well alternative events of a similar or more suitable nature providing similar indications of accomplishment. Any change to the payment events or schedule can only be made via bilateral contract modification.

This Clause was modified by: P00007.

H-013 TOTAL SYSTEM PERFORMANCE RESPONSIBILITY (JAN 2002)

- (a) By executing this contract, the Contractor agrees to assume Total System Performance Responsibility (TSPR) for the C-17 in accordance with the requirements of the specifications as stated in this contract. These specifications set forth the performance requirements of the C-17. The Contractor agrees that the system to be delivered in this contract shall, as a minimum, meet the specification performance requirements.
- (b) The Contractor agrees that the incorporation into the C-17 of Government Furnished Property (GFP) and Services as set forth in this Section H does not provide relief to the TSPR requirement. The Contractor shall perform standard receiving inspection upon receipt of any GFP in accordance with the contract's Property Management Provisions. The Contractor agrees to report deficiencies and/or failures within thirty (30) days of On Board Aircraft Test Procedures (OATP) in accordance with standard failure

reporting procedures and provide the impact on price, schedule and performance of this contract, in accordance with the Government Property clause in Section I, Contract Clauses. The Contractor should also provide recommended solutions and courses of actions needed to correct deficiencies. Failure of the Contractor to notify the Government within the established time, as required by this clause, shall be considered as Contractor concurrence and full release for any potential claims related to late or defective GFP.

- (c) TSPR is the responsibility for the integration of the C-17 Transport Aircraft, its subsystems, components (hardware and software data) and GFP, including the responsibility for undertaking any and all actions necessary to assure that the total system will meet all requirements as defined in the System Specification identified in Section B/C/D/E/F hereof. The Contractor hereby accepts TSPR for the C-17 Transport Aircraft whether or not such systems (or subsystems, components thereof, or GFP) are fabricated, manufactured or assembled by the prime contractor, subcontractor (not withstanding that any such subcontractor shall have been selected pursuant to any provision hereof encouraging or providing incentive for subcontracting with small or small disadvantaged business concerns) or furnished as GFP. Upon agreement of both parties that an item of GFP is defective through the notification procedures in paragraph (b) above, and to the extent that the defective GFP has adversely affected the system performance, the Contractor will notify the Government of the price involved to meet the total system performance. The Government can then determine whether to bear the price or grant specification relief in the form of an ECP, waiver or deviation.
- (d) The Contractor shall be fully responsible for the integration of all systems, subsystems and components whether GFP or commercially acquired, and hereby agrees that any or all required inspection and acceptance test procedures are sufficient to meet specifications.
- (e) Further, the Contractor is responsible for ensuring that all systems, subsystems and components, whether GFP or commercially acquired, will be installed and integrated into the C-17 air vehicle without any degradation of performance of that item or in the overall aircraft system performance. The Contractor's responsibility to install and integrate subsystems and components, whether GFP or commercially-acquired, without resultant degradation of performance of any such item is in addition to and not in substitution of its responsibility to ensure that the total system will meet all requirements of the system specification as provided in paragraph (c) above; and the requirements of this paragraph (e) shall in no way excuse the Contractor from compliance with any other requirements of this Special Requirement.
- (f) The Government will provide the engines to the Contractor as GFP. Price adjustments resulting from Government changes to the engine or the engine/aircraft interface are excluded from this contract. Therefore, the contractor will be entitled to an equitable adjustment for the impact on total system integration and performance caused by Government changes to the GFP engine or aircraft engine interface.

H-014 PRICING UNDERSTANDINGS (JAN 2002)

Three Contract Strategy - The pricing of the C-17 Production contract assumes the contract strategy of using a three (3) contract approach (Production, PE/PI, and Field Support) to maintain and support a viable C-17 program. In the event that this contract strategy changes during the performance of this contract, the parties agree to assess the impact of those changes on this C-17 production contract and may modify one or more of these contracts if mutually agreed upon by the parties.

H-015 CANCELLATION CEILING (MAR 2003)

See attached .pdf file.

H-016 LIMITATION OF PRICE AND CONTRACTOR OBLIGATION FOR MULTI-YEAR (MAR 2003)

- (a) This special contract requirement identifies the schedule by which funds shall be obligated to this contract for the Aircraft CLINs.
- (b) The Government shall not be required to provide funds earlier than described below. Likewise, not later than the end of the obligation period as shown below (unless a later date is agreed to), the Government shall notify the Contractor in writing of funds availability. The Government's liability at any point in time shall not exceed the cumulative total of the amounts as described in the Schedule as available for contract performance. The Contractor shall not be entitled to any adjustment in delivery schedule, prices or any other provisions of this contract for incurring obligations in excess of said amounts plus, in the event cancellation of this contract occurs pursuant to SCR H-015 and FAR 52.217-2, the amount established as the cancellation ceiling in SCR H-015.

		Required
Gov't FY	CLIN	Obligation Period
FY03 Advance Buy	0001	Upon Award
FY03 Production	0001	1 Oct 02 - 1 Dec 02
FY02 EOQ	0002	Upon Award
FY04 Adv Buy	0003	1 Oct 02 - 1 Dec 02
FY04 Production	0003	1 Oct 03 - 1 Dec 03
FY03 EOQ	0004	1 Oct 02 - 1 Dec 02
FY05 Adv Buy	0005	1 Oct 03 - 1 Dec 03
FY05 Production	0005	1 Oct 04 - 1 Dec 04
FY04 EOQ	0006	1 Oct 03 - 1 Dec 03
FY06 Adv Buy	0007	1 Oct 04 - 1 Dec 04
FY06 Production	0007	1 Oct 05 - 1 Dec 05
FY05 EOQ	0008	1 Oct 04 - 1 Dec 04
FY07 Adv Buy	0009	1 Oct 05 - 1 Dec 05
FY07 Production	0009	1 Oct 06 - 1 Dec 06

In the event funding is not available for obligation to the USAF C-17 program office, the Contractor agrees to extend the Required Obligation Period by up to 90 days beyond the 1 Dec dates.

(c) Nothing contained in this clause shall affect the right of the Government to terminate or cancel this contract under the H-027 "Termination for the Government's Convenience" or H-028 "Termination for Cause", and FAR 52.217-02 "Cancellation Under Multiyear Contracts" clauses of this contract.

This Clause was modified by: P00007.

H-017 PROPERTY MANAGEMENT SYSTEM (JAN 2002)

(a) The contractor shall maintain a system for managing property in accordance with sound industrial practice and ISO 9001 as supplemented by SAE AS 9100A:2001 (or later certified version). The system shall be at a level comparable with the system documented in the Property Management Manual (TA-027) in effect on the date of 11 Sep 01 (F33657-96-C-2059/P00135). This document is subject to continuous revision consistent with continuous process improvement. The contractor is responsible for retaining this certification, or future versions providing equal or better qualification. Should the contractor for any reason lose certification, the contractor will immediately notify the Government Property Administrator of the circumstances surrounding the event. The contractor is responsible for all costs associated with efforts necessary to regain certification. In the event of certification loss, the contractor's responsibility is detailed in 52.245-2.

- (b) The contractor shall requisiton all items furnished using MILSTRIP procedures where possible. The Contractor shall be responsible for advance Government Furnished Property planning and identification of GFP need date on DD Form 610 (or Contractor-generated equivalent), "GFE Requirement Schedule" in sufficient lead time to allow the Government to determine availability, initiate procurement action, or initiate negotiations with the Contractor to convert the item from GFP to Contractor-furnished property if required. The Contractor shall also be responsible for the initiation of MILSTRIP procedures for Government-Furnished items sufficiently in advance of need dates to allow sufficient time for the above Government administrative requirements to be met without jeopardizing end-item delivery schedule requirements. Subject to the Government Property clause of Section I, the Government will furnish to the Contractor, for use in the performance of this contract, the property identified in Attachment 2 to this contract. On Dock Dates for Attachment 2 are for planning dates only. Firm delivery dates will be submitted on a DD from 610 or Contractor's equivalent.
- (c) Upon request, the Government shall provide the Contractor operational and/or laboratory data concerning the Reliability, Maintainability and Availability (RM&A) characteristics of specific items of Government property to the extent such data is available within the Government.
- (d) The Government may furnish GFP required at the Contractor's facility to the Contractor up to twelve (12) months earlier than the established date, DI-P-6162A: DD Form 610 "GFE Requirement Schedule", with the exception of GFP engines. GFP engines may be furnished sixty (60) days prior to the requirement schedule, unless otherwise mutually agreed to by the parties. The Contractor shall accept such property on the earlier dates, and shall assume the responsibility of such property at no increase in contract price. However, no GFP which has a shelf-life shall be delivered early under this provision.
- (e) The Contractor shall not modify any item of Government Furnished property during performance of the contract without prior written approval of the CO. When requesting such approval, the Contractor shall also supply a recommendation concerning the necessity for the timing of the ultimate demodification or refurbishment of the GFP. If approved, such modification (and ultimate demodification or reimbursement if ordered by the CO) shall be accomplished at no change in contract price.
- (f) The contractor shall assume liability for lost government property that is required to complete delivery of scheduled items on this contract. The government retains liability for lost government property that is not required to complete delivery of scheduled items on this contract, and other government property that may be damaged or destroyed.

H-018 CONTRACTOR LIABILITY FOR BREAKOUT OF SUPPORT EQUIPMENT, SPARES, REPAIR OF REPARABLES, RETROFIT AND MODIFICATIONS (JAN 2002)

- (a) The Contractor warrants the accuracy and completeness of its and its subcontractors' newly developed and/or developmentally modified design disclosure drawing(s) for Government use and/or Government breakout to third parties skilled in the applicable art, in the manufacture, retrofit, repair or modification of C-17 items. With respect to the above engineering data, the Contractor makes no other warranties express or implied including but not limited to the warranty of merchantability or fitness for a particular purpose. The Contractor shall in no event be liable for incidental or consequential damages resulting from the misuse of (deviation from) the requirements specified on the design disclosure drawings.
- (b) The Contractor shall not be held liable for claims or incidental and consequential damages arising out of the Government's misuse of or the Government breakout of control drawings to third parties wherein:
 - (1) The items or components are manufactured to new third party or Government design; and/or
- (2) The third parties or the Government substitute material specifications and/or manufacturing processes other than the Contractor's material and/or process specifications specified on the Contractor's or its subcontractors' engineering data; and/or

(3) The third parties or the Government manufacture, repair, retrofit, or modify items or components to engineering data developed by third parties or the Government to form, fit, and function requirements depicted on C-17 control drawings.

H-019 DATA RIGHTS FOR COMMERCIAL STANDARDS AND ERFCS DRAWINGS (MAR 2002)

- (a) Douglas Process Standards (DPS), Douglas Material Specifications (DMS), Douglas Process Material (DPM), and equivalent subcontractor documents that were developed exclusively at private expense which are called out on engineering drawings applicable to the C-17 and the portions of Extended Range Fuel Containment System (ERFCS) drawings developed exclusively at private expense may be used. duplicated or disclosed within the Government for C-17 purposes without restriction. These documents may be released or disclosed outside the Government and the Government may authorize persons to whom release or disclosure has been made to use, modify, reproduce, release, perform, display, or disclose these documents if directly related to United States Government C-17 purposes. Prior to release or disclosure of the data outside the Government, the intended recipient shall complete and sign the Use and Non-disclosure agreement at DFARS 227.7103-7 paragraph (c). As used in this clause, "Government C-17 purpose" means any directly related C-17 activity in which the United States Government is a party, including cooperative agreements with international or multinational defense organizations, or sales or transfers by the United States Government to foreign governments or international organizations. Government C-17 purposes include competitive reprocurement for C-17 purposes, but do not include the rights to use, modify, reproduce, release, perform, display, or disclose these documents data for commercial purposes, nor authorize others to do so.
- (b) Any data delivered in accordance with paragraph (a) above shall be marked with the following legend:

RESTRICTIONS

Contract Number: F33657-02-C-2001

Contractor Name: McDonnell Douglas Corporation - A Wholly Owned

Subsidiary of Boeing

2401 East Warlow Road, Long Beach, CA 90807-5309

Expiration Date: Not subject to expiration

These documents may be released or disclosed both inside and outside the Government and the Government may authorize persons to whom release or disclosure has been made to use, modify, reproduce, release, perform, display, or disclose these documents if directly related to United States Government C-17 purposes. Prior to release or disclosure of this document data outside the Government, the intended recipient complete and sign the Use and Non-Closure Agreement at DFARS 227.7103-7 paragraph (c). As used in this clause, "Government C-17 purpose" means any directly related C-17 activity in which the United States Government is a party, including cooperative agreements with international or multinational defense organizations, or sales or transfers by the United States Government to foreign governments or international organizations. Government C-17 purposes include competitive reprocurement for C-17 purposes, but do not include the rights to use, modify, reproduce, release, perform, display, or disclose these documents for commercial purposes, nor authorize others to do so. Any reproduction of this document or portions thereof marked with this legend must also reproduce the markings.

(c) This Special Contract Requirement is intended to set forth additional rights granted the Government in accordance with paragraph (c) of DFARS 252.227-7015, Technical Data - Commercial Items (Nov. 1995).

(End of legend)

H-020 TRANSFER OF ACCOUNTABILITY FOR ST, STE, AND GFE (JAN 2002)

(a) Accountability for Special Tooling (ST), Special Test Equipment (STE), and Government Furnished Equipment (GFE) from the C-17 prime contracts listed hereunder is hereby transferred to this Contract

F33657-02-C-2001, and the Contractor is authorized use of same on all C-17 prime contracts on a rentfree, non-interference basis.

Contract Number	Description
F33657-81-C-2108	FSED and Lots I and II Production
F33657-89-C-0001	Lot III Production
F33657-92-C-0030	Lot IV Production
F33657-92-C-0031	Lot V Production
F33657-92-C-0037	Lot VI Production
F33657-93-C-0036	Lot VII Production
F33657-94-C-2251	Lot VIII Production
F33657-96-C-2059	Lots IX-XV Production

- (b) Title to Government Property (GP) in the following referenced contracts, F33657-81-C-2108, F33657-89-C-0001, F33657-92-C-0030, F33657-92-C-0031, F33657-92-C-0037, F33657-93-C-0036, F33657-94-C-2251, F33657-96-C-2059, and in this contract shall remain with the Government.
- (c) Existing Right to Title Special Tooling (ST) in the following referenced contracts, F33657-81-C-2108, F33657-89-C-0001, F33657-92-C-0030, F33657-92-C-0031, F33657-92-C-0037, F33657-93-C-0036, F33657-94-C-2251, and F33657-96-C-2059 prior to the execution of contract modification P00135, dated Sep 11, 2001, shall remain Government Right to Title Special Tooling, pursuant to FAR 52.245-17 (Apr 1984) (Deviation). In contract F33657-96-C-2059 after the execution of contract modification (P00135) referenced above and in this contract, the Government will have interim title in ST purchased by the contractor pursuant to the Performance-Based Payments Clause at FAR 52.232-32 (May 1997) until contract completion and completion of any follow-on C-17 US Government contract to which accountability may be transferred.
- (d) Title to existing Special Test Equipment (STE) in the following referenced contracts, F33657-81-C-2108, F33657-89-C-0001, F33657-92-C-0030, F33657-92-C-0031, F33657-92-C-0037, F33657-93-C-0036, F33657-94-C-2251, and F33657-96-C-2059 prior to the execution of contract modification P00135, dated Sep 11, 2001, shall remain with the Government, pursuant to FAR 52.245-18 (Feb 1993). In contract F33657-96-C-2059 after the execution of contract modification (P00135) referenced above and in this contract, the Government will have interim title in STE purchased by the contractor pursuant to the Performance-Based Payments Clause at FAR 52.232-32 (May 1997) until contract completion and completion of any follow-on C-17 US Government contract to which accountability may be transferred.

H-021 PRICING UNDERSTANDINGS FOR PREPARING ENGINEERING CHANGE PROPOSALS (ECPS) AND CONTRACT CHANGE PROPOSALS (CCPS) (JAN 2002)

Pricing methodology. Pricing of changes will be accomplished using the following guidelines:

- (i) The contractor will provide to the government non-certified cost data that the contractor has used to develop a price proposal.
- (ii) The contractor will not generate data not relied upon by the contractor to develop a price proposal.
- (iii) The preferred order of technique to be used to price proposals is as follows:

Pricing based upon comparative market data

Pricing based upon Boeing historical comparative data

Pricing based upon Boeing historical "similar-to" data

Pricing based upon use of the following cost elements:

Labor hours by major labor categories

Wrap rate

CERs and Factors employed

Vendor quotes (if available) for subcontracts expected to comprise 10% or more of the expected price

Vendor data (historical) for subcontracts

H-022 RESERVED (JAN 2002)

RESERVED.

H-023 TAILUP COSTS (MAY 2002)

See attached .pdf file

H-024 CAS NONCOMPLIANCE (JAN 2002)

Award of this contract does not constitute a determination that the contractor's disclosed and applied accounting practices used in pricing this contract are in compliance with the Cost Accounting Standards (CAS). The government retains its rights to adjust the contract price under the CAS clause of this contract if the Contracting Officer makes a subsequent final determination of noncompliance.

H-025 TRUTH IN NEGOTIATIONS ACT (TINA) WAIVER (MAY 2002)

Under the authority of 10 U.S.C. 2306a as implemented by FAR 15.403-1(c)(iii)(4), a waiver to the requirement for submission of certified contractor and subcontractor cost or pricing data was granted for aircraft price and Engineering Change Proposals (ECPs), Contract Change Proposals (CCPs), and Request for Equitable Adjustment (REA) for the 60 aircraft follow-on buy Multi-Year Production contract (quantity may be increased up to 102 A/C - see H-035), F33657-02-C-2001, applicable only to Lots XVB through XX (P-121 through P-180). Additionally, all production Engineering Change Proposals (ECPs) generated under the C-17 Product Enhancement/Product Improvement (PE/PI) contract that are placed on contract under this MYP contract are not subject to TINA.

H-026 AUDIT AND RECORDS (JAN 2002)

(a) As used in this clause, "records" includes books, documents, accounting procedures and practices, and other data, regardless of type and regardless of whether such items are in written form, in the form of computer data, or in any other form.

(b) Comptroller General

(1) The Comptroller General of the United States, or an authorized representative, shall have access to and the right to examine any of the Contractor's directly pertinent records involving transactions related to this contract.

- (2) This paragraph may not be construed to require the Contractor to create or maintain any record that the Contractor does not maintain in the ordinary course of business or pursuant to a provision of law.
- (c) Availability. The Contractor shall make available at its office at all reasonable times the records, materials, and other evidence described in paragraphs (a) and (b) of this clause, for examination, audit, or reproduction, until 3 years after final payment under this contract or for any shorter period specified in Subpart 4.7, Contractor Records Retention, of the Federal Acquisition Regulation (FAR), or for any longer period required by statute or by other clauses of this contract. In addition-
- (1) If this contract is completely or partially terminated, the Contractor shall make available the records relating to the work terminated until 3 years after any resulting final termination settlement; and
- (2) The Contractor shall make available records relating to appeals under the Disputes clause or to litigation or the settlement of claims arising under or relating to this contract shall be made available until such appeals, litigation, or claims are finally resolved.

H-027 TERMINATION FOR THE GOVERNMENT'S CONVENIENCE - ASC INDIVIDUAL DEVIATION (FEB 2002)

The Government reserves the right to unilaterally terminate this contract, or any part hereof, for its sole convenience. In the event of such termination, the Contractor shall immediately stop all work hereunder and shall immediately cause any and all of its suppliers and subcontractors to cease work. Subject to the terms of this contract, the Contractor shall be paid a percentage of the contract price reflecting the percentage of the work performed prior to the notice of termination, plus reasonable charges the Contractor can demonstrate to the satisfaction of the Government using its standard record keeping system, have resulted from the termination. The Contractor shall not be paid for any work performed or costs incurred which reasonably could have been avoided

H-028 TERMINATION FOR CAUSE - ASC INDIVIDUAL DEVIATION (FEB 2002)

The Government may terminate this contract, or any part hereof, for cause in the event of any default by the Contractor, or if the Contractor fails to comply with any contract terms and conditions, or fails to provide the Government, upon request, with adequate assurances of future performance. In the event of termination for cause, the Government shall not be liable to the Contractor for any amount for supplies or services not accepted, and the Contractor shall be liable to the Government for any and all rights and remedies provided by law. If it is determined that the Government improperly terminated this contract for default, such termination shall be deemed a termination for convenience.

H-029 RESERVED (FEB 2002)

Reserved.

H-030 RESERVED (MAY 2002)

Reserved

H-031 FAR FLOWDOWN REQUIREMENTS (JAN 2002)

The table at Attachment 8 lists those components of the C-17 which are military unique pursuant to FAR 2.101. For those components/parts which are not listed in Attachment 8 as military unique, the parties have agreed that they are sufficiently commercial in nature such that the Contractor's obligation to flowdown FAR clauses is limited to those set forth at FAR 52.244-6 and DFARS 252.244-7000.

H-032 OBSOLESCENCE PRICING DEPENDENCIES (MAY 2002)

- (a) The list in Attachment 1, Statement of Work (SOW), Attachment 1A, Follow-On Obsolescence Mitigation Matrix, identifies obsolete Line Replaceable Units (LRUs). The contract price includes all obsolescence mitigation costs (recurring and non-recurring) of such LRUs.
- (b) The parties recognize that the pricing of this contract is predicated upon the following efforts/tasks to be authorized and funded under either the PE/PI (F33657-01-D-2000) or MYP (F33657-02-C-2001) contracts:
- (1) The Government will issue a contract modification for the obsolete Weather Radar nonrecurring obsolescence mitigation no later than August 2002. The parties recognize the price of this contract reflects a weather radar configuration that may require changes to the current specification. Any required specification change will be determined through either: 1) a PE/PI effort incorporated via an Engineering Change Proposal (ECP) at no change in the price of this contract or 2) an ECP effort under this contract. Additionally, the contract price includes recurring weather radar costs. Weather Radar retrofit drawings are not included in this contract.
- (2) The Government will issue a contract modification to the PE/PI contract for the Required Navigation Performance (RNP) improvement of the Global Positioning System (GPS) Replacement Inertial/Reference Unit (RI/RU) no later than February 2003 (aircraft effectivity no later than Fuselage F-160) for the nonrecurring effort. The recurring effort is not included in this contract price and will be included in a future ECP.
- (3) The Government will issue a modification to this contract for the Communication Open System Architecture (COSA) ECP no later than December 2002 to support P-121 effectivity. The recurring effort is not included in this contract.
- (c) In the event the PTPs or ECPs for the nonrecurring efforts described in this clause are not issued by the dates set forth above, the Government will pay the Contractor an equitable adjustment to the contract price to remedy any obsolescence mitigation that relates to the Aircraft components referenced above. However, the Government's obligation to meet the dates set forth in this clause is contingent upon the contractor submitting a proposal 60 days prior to the dates set forth in paragraphs (b)(2) through (b)(3) above, and 30 days prior to the date set forth in paragraph (b)(1) above. In the event a proposal is not submitted within these timeframes, there will be a day-to-day adjustment to the dates in paragraphs (b)(1) through (b)(3). To the maximum extent possible, the Contractor will inform the the Government regarding how future obsolescence items will be addressed, giving the Government an opportunity to fund redesign of the components which the Contractor might otherwise determine are adequately addressed by a buyout of the existing configuration.
- (d) The performance of this contract is contingent upon the continuance of the C-17 PE/PI contract as it relates to maintaining the software laboratories (Annex C) and flight test (Annex D) programs. The Contractor will invest the initial \$10M and the Government will assume the remaining cost of \$15M to upgrade the laboratories to support the implementation of RTCA/DO-178B and Obsolescence mitigation efforts contained in the SOW.

H-033 ECONOMIC PRICE ADJUSTMENT (EPA) (MAY 2002)

See attached .pdf file

H-034 GOVERNMENT INSIGHT (FEB 2002)

This clause is intended to summarize the business environment and management practices that will be used to execute the C-17 MYP Production Contract F33657-02-C-2001. The contracting methodology does not change the C-17 Program's bedrock philosophy of integrated product teams, joint problem solving, mutual respect and the guiding principles set forth in the Operating Principles Memorandum of Understanding. The Contractor will be self-governing in specified functions in an effort to minimize Government unique requirements. The Contractor shall continue to provide the Government insight into Contractor processes and performance via such practices as the Management Systems Assessment (MSA), Joint Systems Management, ISO Third Party Certification and Management Council. The Government shall have access to contractor generated data required to perform this contract, in the Contractor's existing format. Upon definitization of this follow-on contract, cost visibility is no longer contractually required (e.g., Earned Value Management System reporting or succeeding system reporting, Multi-Year Quarterly Cost Assessment, Boeing version of "Joint" Cost and Pricing model etc.). The DCMA systems review/audit/approval process shall remain intact at A&M Southern California for purposes of assessing Government programs. However, due to the adoption of several commercial/military best practices on the C-17 production contract and the waiver of specified FAR Part 15 contract requirements, the parties agree that contract activity related to C-17 MYP Production Contract F33657-02-C-2001 shall not be included in the estimating, purchasing, and property management systems reviews conducted by the Government at the site. The Government shall have insight into the contractor's accounting system in order to assure compliance with the Cost Accounting Standards (CAS).

H-035 PLUS 42 AIRCRAFT OPTION (APR 2002)

If Congressional authorization and appropriation are granted for a plus 42 aircraft option, this SCR provides a placeholder for an increased quantity of C-17 aircraft on contract F33657-02-C-2001 by forty-two (42) additional aircraft, from an original award of 60 aircraft, to a new total of 102. The Government reserves the right to establish and exercise this option pending approval (including an approved J&A and SAMP amendment) and funding. The contractor and the Government will negotiate pricing/terms and conditions for this additional forty-two aircraft option after firm direction is received. While the existence of this clause contemplates possible exercise of plus forty-two, it does not provide Government direction to the Contractor to incur costs in anticipation of any option exercise.

H-036 INCORPORATION OF THE COMMERCIAL APPLICATION OF MILITARY AIRLIFT AIRCRAFT (CAMAA) PROGRAM INTO THE MULTI-YEAR PRODUCTION CONTRACT (APR 2002)

- (a) If Congressional authorization and appropriation are granted for the CAMAA program, the United States Air Force (USAF), in support of the program, intends to incorporate provisions outlined below into this contract. Provisions for rate efficiency pricing and services are required to fully implement the CAMAA program. The CAMAA services agreement between the USAF and an owner/operator, Boeing's BC-17X purchase agreement(s) between Boeing and an owner/operator, and any modification to this contract incorporating the provision of this special contract requirement will all be awarded concurrently. Specifics regarding pricing, requirements, and terms and conditions relative to the modification to this contract incorporating these provisions will be communicated to Boeing via a request for a Contract Change Proposal (CCP). The general outline for each provision is set forth below:
- 1. Rate Efficiency Pricing: The follow-on multi-year price is based on a factory production rate of 15 per year. Under rate efficiency pricing, the USAF and Boeing agree that in the event the USAF reduces the follow-on aircraft buy from 60 aircraft to 50 or, if Special Contract Requirement H-035, "Plus 42 Aircraft Option" is implemented and exercised and the program is reduced from 102 aircraft to 92, the remaining undelivered aircraft will be re-priced at a factory production rate of 12 per year. The total value of this change (upward adjustment) will recognize the increase in price associated with a lower factory production rate for C-17 aircraft. It will also reflect the benefits to the C-17 program associated with producing a commercial derivative of the C-17 (the BC-17X) on the same production line. Boeing and the USAF agree to discuss the implementation schedule for this provision taking into account the necessary lead time required to perform FAA certification and other non-recurring tasks in time to allow delivery of

the first BC-17X aircraft within the window of production deliveries of the C-17. SAF/AQ approval is required prior to implementation of the rate efficiency pricing provision.

- 2. Services: The CAMAA program, BC-17X fleet, envisions servicing the commercial airlift requirements for the emerging Heavy Outsized and Short Austere Market (HOM/SAM). In the event the market does not develop as expected, or the CAMAA owner/operator's performance violates a covenant/condition(s) in the CAMAA services agreement, the USAF may invoke a default or similar article in that agreement. In this event, the USAF may request Boeing to disposition the BC-17X fleet and provide services related to aircraft custodial care and re-marketing efforts for the BC-17X fleet. Custodial services may include providing aircraft storage, maintenance and refurbishment. Re-marketing services may focus on the efforts of locating a suitable buyer(s) for all or part of the BC-17X fleet. Boeing and the USAF agree the mix of services ultimately required depends on the circumstances surrounding the revamping of the CAMAA program.
- (b) Dependency on Purchase Agreement: Subparagraph 1a and 1b above are dependent upon acceptable terms, conditions and covenants being incorporated into the BC-17X purchase agreement between Boeing and the owner/operator of the aircraft and into the owner/operator's financial arrangements with a lending institution. These agreements must be acceptable to the USAF prior to implementation of any provision herein.

H-037 ON-BOARD INERT GAS GENERATING SYSTEM (OBIGGS) I CREDIT (MAY 2002)

To aid in negotiating future possible price/cost adjustment for an OBIGGS II incorporation, the price of this contract includes OBIGGS I at the following recurring unit price values: FY03 Aircraft N/A; FY04 Aircraft N/A; FY05 Aircraft \$1,200,000; FY06 Aircraft \$1,200,000; FY07 Aircraft \$1,225,000; and FY08 Aircraft \$1,250,000. The listed OBIGGS I prices less any incurred costs will be used to determine the price adjustment associated with the incorporation of OBIGGS II recurring price. Any components/items relative to the aforementioned "incurred costs" will be delivered to the Government as spares.

H-038 ADMINISTRATIVE REVISION TO MYP BUY PROFILE (JUL 2002) (JUL 2002)

- 1. The House Appropriation Committee Defense (HAC-D) and Senate Appropriation Committee Defense (SAC-D) reports for Fiscal Year 2003 Defense Appropriations indicates a possible requirement for a revision from the currently negotiated buy profile of 4-10-11-14-16-5 to a different buy profile. The HAC-D report specifically directs that any such implementation would not adversely impact the negotiated cost or delivery schedule of these aircraft. Implementing any such Congressional mandate will not occur until late 2002. Further, the award of this contract must occur immediately to preserve the price and delivery schedule of the currently negotiated Multi-Year Production Contract. Therefore, this clause provides a "placeholder" to allow for an administrative modification of the contract to implement any change required by the final Fiscal Year 2003 Defense Appropriations Act.
- 2. The parties anticipate that any Congressionally-directed change from the currently negotiated buy profile will be incorporated by an administrative modification to this contract. For this administrative modification, the following conditions must be present:
- a. Contract Delivery Schedule of 60 aircraft will remain 17 Sep 04 through 18 Jul 08;
- b. Total Contract Price will remain at \$9.762B (excluding negotiated ECPs);
- c. The currently negotiated payment stream will remain with the same net present value basis; and
- d. The Contractor will continue a build rate of fifteen (15) aircraft per year.

This administrative modification would make any necessary revisions to the affected Sections of the contract. Such revisions may include, but will not be limited to changes to CLIN structure and unit/CLIN pricing, H-012 Payments (MAR 2002) (with its referenced attachments 6, 6A, and 6B, 6C), H-015 Cancellation Ceiling (MAR 2002), H-016 Limitation of Price and Contractor Obligation for Multi-Year (MAR

2002), H-023 Tail-up Costs (MAY 2002), and H-033 EPA Clause (MAY 2002)(with its referenced attachments 4, 9 and 9A).

3. Any such administrative modification shall be bilateral. As long as the conditions set forth in paragraph 2 above are met, neither the Contractor nor the Government shall be entitled to an equitable adjustment to the currently negotiated Multi-Year Production contract.

H041 "MODEL BASED DEFINITION" (MBD) INCORPORATION (MAY 2003)

- a) The Contractor elected to pursue Model Based Definition (MBD) 3-Dimensional (3D) engineering drawing capability in lieu of the 2-Dimensional (2D) conventional drawings as required by the Statement of Work (SOW) paragraph 1072 (Lots 9-12) and paragraph 4 (Lots 13-15) and Contract Data Requirements List (CDRL) C9001 of the Multiyear Production Contract, F33657-96-C-2059. As a result, the Contractor began developing MBD data sets prior to formally changing this contract to reflect this new technology.
- b) The purpose of this clause, as incorporated by contract modification P000162, is to formally document the consideration agreement between the Government and the Contractor allowing the Contractor's use of the MBD 3D technology in addition to the original requirement of 2D conventional drawings for the C-17 Program engineering data. Further, P000162 and P00008, respectively, modify the contract Statements of Work (SOW) and CDRL Technical Data Packages for contracts F33657-96-C-2059 and F33657-02-C-2001 to allow MBD data sets as an acceptable deliverable.
- c) Specifically, in order to assist the Government in the transition of 2D drawings to MBD 3D drawing capability, the Contractor has agreed to provide the following items as consideration for the Government allowing the Contractor's use of the MBD 3D technology in addition to the original requirement of 2D conventional drawings for the C-17 Program engineering data:
- a) Delivery of Legacy CAD Models (Non MBD, Non CAD Drawings)
- b) Incremental Delivery of 3D models (Non MBD, Non CAD Drawings)
- c) Warner-Robins Air Logistics Center (WR-ALC) Portal Concept
- d) Part Structure Navigator (PSN) Training for the Government
- e) Access Controls for PSN
- f) Provisioning Parts List (PPL) Delivery
- g) Unincorporated Type 2 Engineering Order (EO) Status Report
- h) Incorporation of Type 2 EO's
- i) Vendor Part Numbers to Specification Control Drawing (SCD) Cross Reference Matrix and Vendor/Catalog Part Number Listing
- j) One Time List to be used to reconcile Joint Engineering Data Management Information Control System (JEDMICS)
- k) Delivery of Undimensioned Drawings
- I) Government Notification of Boeing Drafting Requirements Manual (DRM) changes
- m) Viewer and CAD licenses
- n) MBD Training and Support for Government
- o) Technical Support for MBD
- p) MBD Interpretation Document
- q) PSN Batch Processing
- r) PSN Continuous Access
- d) These requirements are further detailed in contract F33657-96-C-2059 CDRL C9001 dated 18 Mar 03 (which includes the Digital Data Attachment, Warner-Robins Portal Interface Specification, and C-17 Delivery Requirements for Stable Based Reproducible Copies of Original Mylar Undimensioned Drawings), Lots 9 12 SOW paragraph 1072, CMI SOW paragraph 4, and Attachment 17. In addition, contract F33657-02-C-2001 CDRL C9002 dated 18 Mar 03 (which includes the Digital Data Attachment, Warner-Robins Portal Interface Specification, and C-17 Delivery Requirements for Stable Based

Reproducible Copies of Original Mylar Undimensioned Drawings) and SOW paragraph 4 have been modified to reflect these requirements.

This Clause was modified by: P00008.

Contract Clauses in this section are from the FAR, Defense FAR Sup, Air Force FAR Sup, and the Air Force Materiel Command FAR Sup, and are current through the following updates:

Database_Version: 6.2.x.200; Issued: 10/6/2004; FAR: FAC 2001-25 (Partial); DFAR: DCN20040930; DL.: DL 98-021; Class Deviations: CD 2003o0003; AFFAR: 2002 Edition; AFMCFAR: AFMCAC 2004-PK-006; AFAC: AFAC 2004-0804; IPN: 98-009

I. NOTICE: The following contract clauses pertinent to this section are hereby incorporated by reference:

A. FEDERAL ACQUISITION REGULATION CONTRACT CLAUSES

52.202-01	DEFINITIONS (MAY 2001)
52.203-03	GRATUITIES (APR 1984)
52.203-05	COVENANT AGAINST CONTINGENT FEES (APR 1984)
52.203-06	RESTRICTIONS ON SUBCONTRACTOR SALES TO THE GOVERNMENT (JUL 1995)
52.203-07	ANTI-KICKBACK PROCEDURES (JUL 1995)
52.203-08	CANCELLATION, RESCISSION, AND RECOVERY OF FUNDS FOR ILLEGAL OR
	IMPROPER ACTIVITY (JAN 1997)
52.203-10	PRICE OR FEE ADJUSTMENT FOR ILLEGAL OR IMPROPER ACTIVITY (JAN 1997)
52.203-12	LIMITATION ON PAYMENTS TO INFLUENCE CERTAIN FEDERAL TRANSACTIONS
	(JUN 1997)
52.204-02	SECURITY REQUIREMENTS (AUG 1996)
52.204-04	PRINTED OR COPIED DOUBLE-SIDED ON RECYCLED PAPER (AUG 2000)
52.209-06	PROTECTING THE GOVERNMENT'S INTEREST WHEN SUBCONTRACTING WITH
	CONTRACTORS DEBARRED, SUSPENDED, OR PROPOSED FOR DEBARMENT
50.044.05	(JUL 1995)
52.211-05	MATERIAL REQUIREMENTS (AUG 2000)
52.211-15	DEFENSE PRIORITY AND ALLOCATION REQUIREMENTS (SEP 1990)
52.215-08 52.215-14	ORDER OF PRECEDENCEUNIFORM CONTRACT FORMAT (OCT 1997) INTEGRITY OF UNIT PRICES (OCT 1997) - ALTERNATE I (OCT 1997)
52.216-23	EXECUTION AND COMMENCEMENT OF WORK (APR 1984)
32.210-23	Date is 'Insert a date by UCA.'
52.217-02	CANCELLATION UNDER MULTI-YEAR CONTRACTS (OCT 1997)
JZ.Z 17 - UZ	For purposes of this contract, paragraph (b) of 52.217-2 shall read as provided under
	ASC Deviation (FEB 2002):
	7100 Dovidion (1 LB 2002).
	(b) Except for cancellation under this clause or termination under the Termination for
	Cause SCR H-028, any reduction by the Contracting Officer in the requirements of this
	contract shall be considered a termination under the Termination for the Government's
	Convenience SCR H-027.
52.219-08	UTILIZATION OF SMALL BUSINESS CONCERNS (OCT 2000)
52.222-01	NOTICE TO THE GOVERNMENT OF LABOR DISPÙTES (FEB 1997)
52.222-03	CONVICT LABOR (AUG 1996)
52.222-21	PROHIBITION OF SEGREGATED FACILITIES (FEB 1999)
52.222-26	EQUAL OPPORTUNITY (APR 2002)
52.222-35	AFFIRMATIVE ACTION FOR DISABLED VETERANS AND VETERANS OF THE
	VIETNAM ERA (APR 1998)
52.222-36	AFFIRMATIVE ACTION FOR WORKERS WITH DISABILITIES (JUN 1998)
52.222-37	EMPLOYMENT REPORTS ON DISABLED VETERANS AND VETERANS OF THE
= 0.000.00	VIETNAM ERA (JAN 1999)
52.223-03	HAZARDOUS MATERIAL IDENTIFICATION AND MATERIAL SAFETY DATA (JAN
	1997)

52.223-06 52.223-11 52.225-08 52.225-13 Para (b), Material Identification No: 'FAR COMPLIANCE Fed Std 313 Materials Report

Description	CAS Number (MSDS # SHEA Database)	National Stock Number (NSN)
Nitrogen, compressed Air Products Inc.	7727-37-9 (088144)	
Halon 1211 Walter Kidde	353-59-3 (64492)	
Halon 1301 Container Walter Kidde FireX	75-63-8 (29888)	1680 -01-135-6199
Jet Fuel	8008 -20-6/91-20-3 (90995)	
Hydraulic Fluid 882 Red	d (16281)	9150-00-149-7432
Grease (Mobil)	115-77-5 (17017)	9150 -01-363-1192
Grease (Royal)	68649-12-7 (22063)	9150-00-149-1593
Grease (Parker)	(19381)	9150-00-235-5555
FEDS Explosives McCormick Selph, Inc.	FLSC Category 1.1	1377 -01-486-9700 1377-01-487-1952 1377-01-487-0148 1377 -01-486-6045
Oxygen (bottles)	7782-44-7 (115989)	
Batteries- (Type) (2) BA-5372/U (Lithium) (2) BA-5567 A/U (Lithium) 711425-3 (NiCad) 172BS101-3 (NiMH) 7938174-55 Emrg. Loc. DK100 Sonar Beacon (DK120 Sonar Beacon (B3-0E01-0206 ADTD (New York) 684-1080-002 Headsets 689-6100-002 Wire. Re	m) (Lithium) Lithium) Lithium) NiMH) s (NiCad)	6135 -01-214-6144 6140-01-419-8190 6140 -01-415-0921 6130 -01-389-0621 6135-01-108-6057 5845-01-344-7914 5845-01-433-3387 7010 -01-470-5323 6140-01-480-2364 6140 -01-468-1259
DUTY- FREE ENTRY	SUBSTANCES (MAY 2001)	These materials will be identified in the Demil-Disposal PTP project. (JUL 2000)

52.226-01	UTILIZATION OF INDIAN ORGANIZATIONS AND INDIAN-OWNED ECONOMIC
	ENTERPRISES (JUN 2000)
52.227-01	AUTHORIZATION AND CONSENT (JUL 1995)
52.227-02	NOTICE AND ASSISTANCE REGARDING PATENT AND COPYRIGHT INFRINGEMENT (AUG 1996)
52.227-12	PATENT RIGHTS RETENTION BY THE CONTRACTOR (LONG FORM) (JAN 1997)
	para (I), insert agency instructions for communications '
52.229-04	FEDERAL, STATE, AND LOCAL TAXES (NONCOMPETITIVE CONTRACT) (JAN 1991)
52.229-05	TAXES CONTRACTS PERFORMED IN U.S. POSSESSIONS OR PUERTO RICO (APR 1984)
52.230-02	COST ACCOUNTING STANDARDS (APR 1998)
52.230-06	ADMINISTRATION OF COST ACCOUNTING STANDARDS (NOV 1999)
52.232-08	DISCOUNTS FOR PROMPT PAYMENT (MAY 1997)
52.232-09	LIMITATION ON WITHHOLDING OF PAYMENTS (ÁPR 1984)
52.232-11	EXTRAS (APR 1984)
52.232-17	INTEREST (JUN 1996)
52.232-23	ASSIGNMENT OF CLÁIMS (JAN 1986)
52.232-25	PROMPT PAYMENT (MAY 2001)
	Para (b)(1), Contract financing payments shall be made on the '14th day.'
52.232-32	PERFORMANCE-BASED PAYMENTS (MAY 1997)
52.232-33	PAYMENT BY ELECTRONIC FUNDS TRANSFERCENTRAL CONTRACTOR
=======================================	REGISTRATION (MAY 1999)
52.233-01	DISPUTES (DEC 1998) - ALTERNATE I (DEC 1991)
52.233-03	PROTEST AFTER AWARD (AUG 1996)
52.234-01	INDUSTRIAL RESOURCES DEVELOPED UNDER DEFENSE PRODUCTION ACT TITLE III (DEC 1994)
52.242-12	REPORT OF SHIPMENT (REPSHIP) (JUL 1995)
52.242-13	BANKRUPTCY (JUL 1995)
52.243-01	CHANGES FIXED-PRICE (AUG 1987)
52.243-07	NOTIFICATION OF CHANGES (APR 1984)
	Para (b), Number of calendar days is (insert 30 for RDSS/C) '30'
	Para (d), Number of calendar days is (insert 30 for RDSS/C) '30'
52.244-02	SUBCONTRACTS (AUG 1998)
	Para (e), approval required on subcontracts to: 'None'
	Para (k), Insert subcontracts evaluated during negotiations. 'None'
52.244-05	COMPETITION IN SUBCONTRACTING (DEC 1996)
52.244-06	SUBCONTRACTS FOR COMMERCIAL ITEMS (MAY 2001)
52.245-02	GOVERNMENT PROPERTY (FIXED-PRICE CONTRACTS) (DEVIATION) (DEC 1989) - ALTERNATE I (APR 1984)
	For the purpose of this contract, 52.245-02 will read as follows under ASC INDIVIDUAL DEVIATION (FEB 2002)

- (a) Government-furnished property.
 - (1) The Government shall deliver to the Contractor, for use in connection with and under the terms of this contract, the Government-furnished property described in the Schedule or specifications together with any related data and information that the Contractor may request and is reasonably required for the intended use of the property (hereinafter referred to as "Government Furnished property").
 - (2) The delivery or performance dates for this contract are based upon the expectation that Government-furnished property suitable for use (except for property furnished "as-is") will be delivered to the Contractor at the times stated in the Schedule or, is not so stated, in sufficient time to enable the Contractor to meet the contract's delivery or performance dates.

- (3) If Government-furnished property is received by the Contractor in a condition not suitable for the intended use, the Contractor shall, upon receipt of it notify the Contracting Officer, detailing the facts, and, as directed by the Contracting Officer and at Government expense, either repair, modify, return, or otherwise dispose of the property. After completing the directed action and upon written request of the Contractor, the Contracting Officer shall make an equitable adjustment as provided in paragraph (h) of this clause.
- (4) If Government-furnished property is not delivered to the Contractor by the required time, the Contracting Officer shall, upon the Contractor's timely written request, make a determination of the delay, if any, caused the Contractor and shall make an equitable adjustment in accordance with paragraph (h) of this clause.
- (b) Changes in Government-furnished property.
 - (1) The Contracting Officer may, by written notice,
 - (i) decrease the Government-furnished property provided or to be provided under this contract, or
 - (ii) substitute other Government-furnished property for the property to be provided by the Government, or to be acquired by the Contractor for the Government, under this contract.
- The Contractor shall promptly take such action as the Contracting Officer may direct regarding the removal, shipment, or disposal of the property covered by such notice.
 - (2) Upon the Contractor's written request, the Contracting Officer shall make an equitable adjustment to the contract in accordance with paragraph (h) of this clause, if the Government has agreed in the Schedule to make the property available for performing this contract and there is any--
 - (i) Decrease or substitution in this property pursuant to subparagraph (b)(1) of this clause or
 - (ii) Withdrawal of authority to use this property, if provided under any other contract or lease.
- (c) Title in Government property.
 - (1) The Government shall retain title to all Government-furnished property.
 - (2) All Government-furnished property and all property acquired by the Contractor, title to which vests in the Government under this paragraph (collectively referred to as "Government property"), are subject to the provisions of this clause. Title to Government property shall not be affected by its incorporation into or attachment to any property not owned by the Government, nor shall Government property become a fixture or lose its identity as personal property by being attached to any real property.
 - (3) Title to each item of facilities and special test equipment acquired by the Contractor for the Government under this contract shall pass to and vest in the Government when its use in performing this contract commences or when the Government has paid for it, whichever is earlier, whether or not title previously vested in the Government.
 - (4) If this contract contains a provision directing the Contractor to purchase material for which the Government will reimburse the Contractor as a direct item of cost under this contract-
 - (i) Title to material purchased from a vendor shall pass to and vest in the Government upon the vendor's delivery of such material; and

- (ii) Title to all other material shall pass to and vest in the Government upon-
 - (A) Issuance of the material for use in contract performance;
 - (B) Commencement of processing of the material or its use in contract performance; or
 - (C) Reimbursement of the cost of the material by the Government, whichever occurs first.
- (d) Use of Government property. The Government property shall be used only for performing this contract, unless otherwise provided in this contract or approved by the Contracting Officer.
- (e) Property administration.
 - (1) The Contractor shall be responsible and accountable for all Government property provided under this contract and shall comply with SAE International Standard AS 9100.
 - (2) The Contractor shall establish and maintain a program for the use, maintenance, repair, protection, and preservation of Government property in accordance with sound industrial practice and the applicable provisions of SAE International Standard AS 9100.
 - (3) If damage occurs to Government property, the risk of which has been assumed by the Government under this contract, the Government shall replace the items or the Contractor shall make such repairs as the Government directs. However, if the Contractor cannot effect such repairs within the time required, the Contractor shall dispose of the property as directed by the Contracting Officer. When any property for which the Government is responsible is replaced or repaired, the Contracting Officer shall make an equitable adjustment in accordance with paragraph (h) of this clause.
 - (4) The Contractor represents that the contract price does not include any amount for repairs or replacement for which the Government is responsible. Repair or replacement of property for which the Contractor is responsible shall be accomplished by the Contractor at its own expense.
- (f) Access. The Government and all its designees shall have access at all reasonable times to the premises in which any Government property is located for the purpose of inspecting the Government property.
- (g) Risk of Loss. See Alternate I (Apr 1984) below.
- (h) Equitable adjustment. When this clause specifies an equitable adjustment, it shall be made to any affected contract provision in accordance with the procedures of the Changes clause. When appropriate, the Contracting Officer may initiate an equitable adjustment in favor of the Government. The right to an equitable adjustment shall be the Contractor's exclusive remedy. The Government shall not be liable to suit for breach of contract for -
 - (1) Any delay in delivery of Government-furnished property;
 - (2) Delivery of Government-furnished property in a condition not suitable for its intended use;
 - (3) A decrease in or substitution of Government-furnished property; or
 - (4) Failure to repair or replace Government property for which the Government is responsible.
- (i) Final accounting and disposition of Government property. Upon completing this contract, or at such earlier dates as may be fixed by the Contracting Officer, the Contractor shall submit, in a

form acceptable to the Contracting Officer, inventory schedules covering all items of Government property (including any resulting scrap) not consumed in performing this contract or delivered to the Government. The Contractor shall prepare for shipment, deliver f.o.b. origin, or dispose of the Government property as may be directed or authorized by the Contracting Officer. The net proceeds of any such disposal shall be credited to the contract price or shall be paid to the Government as the Contracting Officer directs.

- (j) Abandonment and restoration of Contractor's premises. Unless otherwise provided herein, the Government --
 - (1) May abandon any Government property in place, at which time all obligations of the Government regarding such abandoned property shall cease; and
 - (2) Has no obligation to restore or rehabilitate the Contractor's premises under any circumstances (e.g., abandonment, disposition upon completion of need, or upon contract completion). However, if the Government-furnished property (listed in the Schedule or specifications) is withdrawn or is unsuitable for the intended use, or if other Government property is substituted, then the equitable adjustment under paragraph (h) of this clause may properly include restoration or rehabilitation costs.
- (k) Communications. All communications under this clause shall be in writing.
- (I) Overseas contracts. If this contract is to be performed outside of the United States of America, its territories, or possessions, the words "Government" and "Government-furnished" (wherever they appear in this clause) shall be construed as "United States Government" and "United States Government-furnished," respectively.

Alternate I (Apr 1984)

- (g) Limited risk of loss.
 - (1) The term "Contractor's managerial personnel," as used in this paragraph (g), means the Contractor's directors, officers, and any of the Contractor's managers, superintendents, or equivalent representatives who have supervision or direction of --
 - (i) All or substantially all of the Contractor's business;
- (ii) All or substantially all of the Contractor's operation at any one plant or separate location at which the contract is being performed; or
 - (iii) A separate and complete major industrial operation connected with performing this contract.
 - (2) The Contractor shall not be liable for loss or destruction of, or damage to, the Government property provided under this contract (or, if an educational or nonprofit organization, for expenses incidental to such loss, destruction, or damage), except as provided in subparagraphs (3) and (4) below.
 - (3) The Contractor shall be responsible for loss or destruction of, or damage to, the Government property provided under this contract (including expenses incidental to such loss, destruction, or damage) --
 - (i) That results from a risk expressly required to be insured under this contract, but only to the extent of the insurance required to be purchased and maintained, or to the extent of insurance actually purchased and maintained, whichever is greater;

- (ii) That results from a risk that is in fact covered by insurance or for which the Contractor is otherwise reimbursed, but only to the extent of such insurance or reimbursement;
- (iii) For which the Contractor is otherwise responsible under the express terms of this contract;
- (iv) That results from willful misconduct or lack of good faith on the part of the Contractor's managerial personnel; or
- (v) That results from a failure on the part of the Contractor, due to willful misconduct or lack of good faith on the part of the Contractor's managerial personnel, to establish and administer SAE International Standard AS 9100 for the control, use, protection, preservation, maintenance, and repair of Government property as required by paragraph (e) of this clause.

(4)

- (i) If the Contractor fails to act as provided in subdivision (g)(3)(v) above, after receipt by one of the contractor's managerial personnel of notification that the Contractor's SAE International Standard AS 9100 Third Party Certification has been withdrawn, the Defense Contract Management Agency, Boeing Long Beach, Property Administrator will evaluate the reasons for the loss and determine if a failure of the property management system was a causal factor in the loss of certification. If not, the Government retains liability for lost Government property that is not required to complete delivery of scheduled items under this contract, and other Government property that may be damaged or destroyed.
- (ii) In the event the Property Administrator determines that the loss of third party certification was caused in whole or in part by a property system failure, the contractor shall be liable for loss, destruction, or damage to Government Property unless the Contractor can establish by clear and convincing evidence that such loss, destruction, or damage--
 - (A) Did not result from the Contractor's failure to maintain SAE International Standard AS 9100 Certification; or
 - (B) Occurred while SAE International Standard AS 9100 Certification was maintained by the Contractor.
- (5) If the Contractor transfers Government property to the possession and control of a subcontractor, the transfer shall not affect the liability of the Contractor for loss or destruction of, or damage to, the property as set forth above. However, the Contractor shall require the subcontractor to assume the risk of, and be responsible for, any loss or destruction of, or damage to, the property while in the subcontractor's possession or control, except to the extent that the subcontract, with the advance approval of the Contracting Officer, relieves the subcontractor from such liability. In the absence of such approval, the subcontract shall contain appropriate provisions requiring the return of all Government property in as good condition as when received, except for reasonable wear and tear or for its use in accordance with the provisions of the prime contract.
- (6) Upon loss or destruction of, or damage to, Government property provided under this contract, the Contractor shall so notify the Contracting Officer and shall communicate with the loss and salvage organization, if any, designated by the Contracting Officer. With the assistance of any such organization, the Contractor shall take all reasonable action to protect the Government property from further damage, separate the damaged and undamaged Government property, put all the affected Government property in the best possible order, and furnish to the Contracting Officer a statement of --

- (i) The lost, destroyed, or damaged Government property;
- (ii) The time and origin of the loss, destruction, or damage;
- (iii) All known interests in commingled property of which the Government property is a part; and
- (iv) The insurance, if any, covering any part of or interest in such commingled property.
- (7) The Contractor shall repair, renovate, and take such other action with respect to damaged Government property as the Contracting Officer directs. If the Government property is destroyed or damaged beyond practical repair, or is damaged and so commingled or combined with property of others (including the Contractor's) that separation is impractical, the Contractor may, with the approval of and subject to any conditions imposed by the Contracting Officer, sell such property for the account of the Government. Such sales may be made in order to minimize the loss to the Government, to permit the resumption of business, or to accomplish a similar purpose. The Contractor shall be entitled to an equitable adjustment in the contract price for the expenditures made in performing the obligations under this subparagraph (g)(7) in accordance with paragraph (h) of this clause. However, the Government may directly reimburse the loss and salvage organization for any of their charges. The Contracting Officer shall give due regard to the Contractor's liability under this paragraph (g) when making such equitable adjustment.
 - (8) The Contractor represents that it is not including in the price and agrees it will not hereafter include in any price to the Government any charge or reserve for insurance (including any selfinsurance fund or reserve) covering loss or destruction of, or damage to, Government property, except to the extent that the Government may have expressly required the Contractor to carry such insurance under another provision of this contract.
 - (9) In the event the Contractor is reimbursed or otherwise compensated for any loss or destruction of, or damage to, Government property, the Contractor shall use the proceeds to repair, renovate, or replace the lost, destroyed, or damaged Government property, or shall otherwise credit the proceeds to equitably reimburse the Government, as directed by the Contracting Officer.
 - (10) The Contractor shall do nothing to prejudice the Government's rights to recover against third parties for any loss or destruction of, or damage to, Government property. Upon the request of the Contracting Officer, the Contractor shall, at the Government's expense, furnish to the Government all reasonable assistance and cooperation (including the prosecution of suit and the execution of instruments of assignment in favor of the Government) in obtaining recovery. In addition, where a subcontractor has not been relieved from liability for any loss or destruction of, or damage to, Government property, the Contractor shall enforce for the benefit of the Government the liability of the subcontractor for such loss, destruction, or damage.
- 52.245-17 SPECIAL TOOLING (DEVIATION) (APR 1984)
- 52.245-18 SPECIAL TEST EQUIPMENT (FEB 1993)
- 52.246-23 LIMITATION OF LIABILITY (FEB 1997)
- 52.246-24 LIMITATION OF LIABILITY -- HIGH-VALUE ITEMS (FEB 1997) ALTERNATE I (APR 1984)

For the purpose of this clause, C-17 aircraft to be delivered under CLINs 0001, 0003, 0005, 0007, 0009, and 0010 are considered high value items.

- 52.247-01 COMMERCIAL BILL OF LADING NOTATIONS (APR 1984)
- 52.253-01 COMPUTER GENERATED FORMS (JAN 1991)

B. DEFENSE FEDERAL ACQUISITION REGULATION SUPPLEMENT CONTRACT CLAUSES

252.201-7000 CONTRACTING OFFICER'S REPRESENTATIVE (DEC 1992) 252.203-7001 PROHIBITION ON PERSONS CONVICTED OF FRAUD OR CONTRACT-RELATED FELONIES (MAR 1999) 252.203-7002 DISPLAY OF DOD HOTLINE POSTER (DEC 1991) 252.204-7000 DISCLOSURE OF INFORMATION (DEC 1991) 252.204-7003 CONTROL OF GOVERNMENT PERSONNEL WORK PROD 252.204-7004 REQUIRED CENTRAL CONTRACTOR REGISTRATION (N PROVISION OF INFORMATION TO COOPERATIVE AGRE 1991) 252.208-7000 INTENT TO FURNISH PRECIOUS METALS AS GOVERNM MATERIAL (DEC 1991) Para (b), Precious Metal, Quantity, Deliverable Item (NSN a PN# 210046-2 Thin Walled Silver Tubes 104.9 Troy Oz per second contractions and the contraction of	OTHER DEFENSE- DUCT (APR 1992) IOV 2001) EMENT HOLDERS (DEC ENT- FURNISHED
252.203-7001 PROHIBITION ON PERSONS CONVICTED OF FRAUD OR CONTRACT-RELATED FELONIES (MAR 1999) 252.203-7002 DISPLAY OF DOD HOTLINE POSTER (DEC 1991) 252.204-7000 DISCLOSURE OF INFORMATION (DEC 1991) 252.204-7004 CONTROL OF GOVERNMENT PERSONNEL WORK PROD REQUIRED CENTRAL CONTRACTOR REGISTRATION (N PROVISION OF INFORMATION TO COOPERATIVE AGRE 1991) 252.208-7000 INTENT TO FURNISH PRECIOUS METALS AS GOVERNM MATERIAL (DEC 1991) Para (b), Precious Metal, Quantity, Deliverable Item (NSN a PN# 210046-2 Thin Walled Silver Tubes 104.9 Troy Oz per silverable Properties of the contraction	OTHER DEFENSE- DUCT (APR 1992) IOV 2001) EMENT HOLDERS (DEC ENT- FURNISHED
252.203-7002 DISPLAY OF DOD HOTLINE POSTÈR (DEC 1991) 252.204-7000 DISCLOSURE OF INFORMATION (DEC 1991) 252.204-7003 CONTROL OF GOVERNMENT PERSONNEL WORK PROD 252.204-7004 REQUIRED CENTRAL CONTRACTOR REGISTRATION (N 252.205-7000 PROVISION OF INFORMATION TO COOPERATIVE AGRE 1991) 252.208-7000 INTENT TO FURNISH PRECIOUS METALS AS GOVERNM MATERIAL (DEC 1991) Para (b), Precious Metal, Quantity, Deliverable Item (NSN a PN# 210046-2 Thin Walled Silver Tubes 104.9 Troy Oz per s	IOV 2001) EMENT HOLDERS (DEC ENT- FURNISHED
252.204-7000 252.204-7003 CONTROL OF GOVERNMENT PERSONNEL WORK PROD 252.204-7004 REQUIRED CENTRAL CONTRACTOR REGISTRATION (N 252.205-7000 PROVISION OF INFORMATION TO COOPERATIVE AGRE 1991) 1NTENT TO FURNISH PRECIOUS METALS AS GOVERNM MATERIAL (DEC 1991) Para (b), Precious Metal, Quantity, Deliverable Item (NSN a PN# 210046-2 Thin Walled Silver Tubes 104.9 Troy Oz per s	IOV 2001) EMENT HOLDERS (DEC ENT- FURNISHED
252.204-7003 252.204-7004 REQUIRED CENTRAL CONTRACTOR REGISTRATION (N 252.205-7000 PROVISION OF INFORMATION TO COOPERATIVE AGRE 1991) 252.208-7000 INTENT TO FURNISH PRECIOUS METALS AS GOVERNM MATERIAL (DEC 1991) Para (b), Precious Metal, Quantity, Deliverable Item (NSN a PN# 210046-2 Thin Walled Silver Tubes 104.9 Troy Oz per s	IOV 2001) EMENT HOLDERS (DEC ENT- FURNISHED
252.204-7004 REQUIRED CENTRAL CONTRACTOR REGISTRATION (N PROVISION OF INFORMATION TO COOPERATIVE AGRE 1991) 252.208-7000 INTENT TO FURNISH PRECIOUS METALS AS GOVERNM MATERIAL (DEC 1991) Para (b), Precious Metal, Quantity, Deliverable Item (NSN a PN# 210046-2 Thin Walled Silver Tubes 104.9 Troy Oz per s	IOV 2001) EMENT HOLDERS (DEC ENT- FURNISHED
252.205-7000 PROVISION OF INFORMATION TO COOPERATIVE AGRE 1991) 252.208-7000 INTENT TO FURNISH PRECIOUS METALS AS GOVERNM MATERIAL (DEC 1991) Para (b), Precious Metal, Quantity, Deliverable Item (NSN a PN# 210046-2 Thin Walled Silver Tubes 104.9 Troy Oz per s	EMENT HOLDERS (DEC ENT- FURNISHED
1991) 252.208-7000 INTENT TO FURNISH PRECIOUS METALS AS GOVERNM MATERIAL (DEC 1991) Para (b), Precious Metal, Quantity, Deliverable Item (NSN a PN# 210046-2 Thin Walled Silver Tubes 104.9 Troy Oz per s	ENT- FURNISHED
MATERIAL (DEC 1991) Para (b), Precious Metal, Quantity, Deliverable Item (NSN a PN# 210046-2 Thin Walled Silver Tubes 104.9 Troy Oz per s	
PN# 210046-2 Thin Walled Silver Tubes 104.9 Troy Oz per s	
PN# 210046-4 Thick Walled Silver Tubes 141.2 Troy Oz per	shipset.
Total Silver Troy Oz per shipset is 246.1.'	
252.209-7000 ACQUISITION FROM SUBCONTRACTORS SUBJECT TO CUNDER THE INTERMEDIATE-RANGE NUCLEAR FORCES	
1995)	OONTROLLED BY THE
252.209-7004 SUBCONTRACTING WITH FIRMS THAT ARE OWNED OR GOVERNMENT OF A TERRORIST COUNTRY (MAR 1998)	
252.211-7000 ACQUISITION STREAMLINING (DEC 1991)	
252.217-7027 CONTRACT DEFINITIZATION (OCT 1998) Para (a), Type of contractual action is 'entry to be filled upon	inquanca of LICA!
Para (a), Type of contractual action is entry to be filled upon Para (a), Type of proposal is 'fixed-price'	issuance of OCA
Para (b), Schedule for definitization is as follows: 'entry to be	filled upon issuance of LICA'
Para (d), Type of definitive contract is 'firm-fixed price'	illed upon issuance of OOA
Para (d), Not-to-exceed amount is 'entry to be filled upon issu	lance of UCA'
252.217-7028 OVER AND ABOVE WORK (DEC 1991)	
252.219-7004 SMALL, SMALL DISADVANTAGED AND WOMEN-OWNED	SMALL BUSINESS
SUBCONTRACTING PLAN (TEST PROGRAM) (JUN 1997)	
252.223-7001 HAZARD WARNING LABELS (DEC 1991)	
252.223-7002 SAFETY PRECAUTIONS FOR AMMUNITION AND EXPLOS	
252.223-7003 CHANGE IN PLACE OF PERFORMANCE AMMUNITION	AND EXPLOSIVES (DEC
1991)	
252.223-7004 DRUG-FREE WORK FORCE (SEP 1988)	
252.223-7006 PROHIBITION ON STORAGE AND DISPOSAL OF TOXIC A MATERIALS (APR 1993)	
252.223-7007 SAFEGUARDING SENSITIVE CONVENTIONAL ARMS, AM EXPLOSIVES (SEP 1999)	
Nomenclature, National Stock Number, Sensitivity Category:	'
Arm-Fire Initiator, Electrical 1377-01-382-0650ES	
Arm-Fire Initiator, Internal 1377-01-382-0670ES	7
Arm-Fire Initiator, External 1377-01-382-0647ES	•
7	
SMDC Lines (Ship Set) 1377-01-448-9856ES	
Retractor Pressure Cartridge 1377-01-393-4790ES	
Panel Assy, Fwd, Left Side 1377-01-425-9738ES (W	Vas 1377ND062652G)
Panel Assy, Fwd, Right Side 1377-01-425-9750ES (W	/as 1377ND062653G)
Panel Assy, Aft, Left Side 1377-01-425-9737ES (W. 7	as 1377ND062655G)

Panel Assy, Aft, Right Side 1377-01-425-9749ES (Was 1377ND062657G) Tow Severance Release Assy 1377-01-394-1227ES Fire Extinguisher Cartridge 1377-01-391-5415ES Sig Smoke Illum Marine MK124-0 1370-01-030-8330 Sig Kit Persnl Distr A/P25S-5A 1370-00-490-7362 252.225-7001 BUY AMERICAN ACT AND BALANCE OF PAYMENTS PROGRAM (MAR 1998) QUALIFYING COUNTRY SOURCES AS SUBCONTRACTORS (DEC 1991) 252.225-7002 252.225-7008 SUPPLIES TO BE ACCORDED DUTY-FREE ENTRY (MAR 1998) Supplies accorded duty-free entry are: ' Supplier Country Item Description Aerostructures Hamble Limited England Wing Trailing Edge Panels & Flap Hinge Fairings GKN Aerospace, LTD **England** Flap Vane Assemblies BAE Systems LTD, **England** Heads-Up Display (HUD) Airborne Diplays Directorate Fokker Aerostructures B.V. The Netherlands Ramp Attached Torque Box & Troop Door Air Deflector IAI Commercial Aircraft Company Strake Assemblies Israel Messier-Bugatti Wheels & Brakes France Hella Aerospace GmbH Germany **UARRSI Lights & Wing Tip** Lights Lucas AerospaceFlight Controls England Valve, Hydraulic Controls, Pitch Senior Aerospace BWT -**England** Y Duct Assembly **Baxter Woodhouse** Hamble Limited FR-HiTemp LTD **England** Fuel Boost Pump Tank Mounted Pressure Regulation System Flap Actuation System, Coltec Aerospace Canada **Tandem Control Valve** Module, Cylinder Assembly **TRW Avionics Systems** Hydraulic Control Valve **England** Smith Aerospace-Civ Stand-By Altitude Indicator & **England** Differential Pressure Indicator (DPI) Honeywell - Engines & Canada Integrated Environmental Control System Systems Div. (IECS) Honeywell International, Inc. Canada Anti-Icer Controller Litton/Airtron Division Canada Warning Annunciator Panel (WAP) Boeing Toronto, LTD Canada Wing Panels & Access Doors Corus Aluminium Rolled Products West Germany Aluminum Plates Howmet Aluminum Castings, LTD Canada Castings' 252.225-7009 DUTY-FREE ENTRY--QUALIFYING COUNTRY SUPPLIES (END PRODUCTS AND COMPONENTS) (AUG 2000) DUTY-FREE ENTRY--ADDITIONAL PROVISIONS (AUG 2000) 252.225-7010 PREFERENCE FOR CERTAIN DOMESTIC COMMODITIES (AUG 2000) 252.225-7012 252.225-7014 PREFERENCE FOR DOMESTIC SPECIALTY METALS (MAR 1998) - ALTERNATE I (MAR 1998)

252.225-7015	PREFERENCE FOR DOMESTIC HAND OR MEASURING TOOLS (DEC 1991)
252.225-7016	RESTRICTION ON ACQUISITION OF BALL AND ROLLER BEARINGS (DEC 2000) - ALTERNATE I (DEC 2000)
252.225-7026	REPORTING OF CONTRACT PERFORMANCE OUTSIDE THE UNITED STATES (JUN 2000)
252,225-7031	SECONDARY ARAB BOYCOTT OF ISRAEL (JUN 1992)
252.226-7001	UTILIZATION OF INDIAN ORGANIZATIONS AND INDIAN-OWNED ECONOMIC ENTERPRISES-DOD CONTRACTS (SEP 2001)
252.227-7013	RIGHTS IN TECHNICAL DATANONCOMMERCIAL ITEMS (NOV 1995)
252.227-7014	RIGHTS IN NONCOMMERCIAL COMPUTER SOFTWARE AND NONCOMMERCIAL
	COMPUTER SOFTWARE DOCUMENTATION (JUN 1995)
252.227-7015	TECHNICAL DATACOMMERCIAL ITEMS (NOV 1995)
252.227-7016	RIGHTS IN BID OR PROPOSAL INFORMATION (JUN 1995)
252.227-7019	VALIDATION OF ASSERTED RESTRICTIONSCOMPUTER SOFTWARE (JUN 1995)
252.227-7036	DECLARATION OF TECHNICAL DATA CONFORMITY (JAN 1997)
252.227-7037	VALIDATION OF RESTRICTIVE MARKINGS ON TECHNICAL DATA (SEP 1999)
252.228-7001	GROUND AND FLIGHT RISK (SEP 1996)
	Note: See Section J, Attachment 1, Statement of Work for listing of DLAI requirements which do not apply to this contract.
252.228-7005	ACCIDENT REPORTING AND INVESTIGATION INVOLVING AIRCRAFT, MISSILES,
	AND SPACE LAUNCH VEHICLES (DEC 1991)
252.239-7000	PROTECTION AGAINST COMPROMISING EMANATIONS (DEC 1991)
252.239-7016	TELECOMMUNICATIONS SECURITY EQUIPMENT, DEVICES, TECHNIQUES, AND
	SERVICES (DEC 1991)
	Para (b), Location is '

(//				
Short Title	Serial No.	Name	Location	Contract
AN CYZ 10	V3 18866	ELIE SAAD	LONG BEACH	F33657-96-C-2059
AN CYZ 10	V3 18868	ELIE SAAD	LONG BEACH	F33657-96-C-2059
E HFW	804	ELIE SAAD	LONG BEACH	F33657-96-C-2059
E HFW	906	ELIE SAAD	LONG BEACH	F33657-96-C-2059
E HFW	170034	ALEX CAPPELLI		F33657-96-C-2059
E HFW	200001	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
E HFW	200009	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
E HFW	1020035	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
E HFW	1040063	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
E HFW	1040066	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
E HFW	1060009	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
E HFW	1060014	ROBIN DUNDAS	LONG BEACH	F33657-96-C-2059
E HFW	1060015	RANDY WITT L	LONG BEACH F33657	-96-C-2059
E HFW	1060019	ROBIN DUNDAS	LONG BEACH	F33657-96-C-2059
E HFW	1060020	ROBIN DUNDAS	LONG BEACH	F33657-96-C-2059
E HFW	1060030	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
E HFW	1060037	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
E HFW	1060039	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
E HFW	1060043	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
E HFW	1120010	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
E HFW	1130002	Doug Hansford	SEAL BEACH F33657	-96-C-2059
E HFW	1130019	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
E HFW	1130050	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
E HFW	1210025	Doug Hansford	SEAL BEACHF33657	-96-C-2059
E HFW	1210039	ALEX CAPPELLI		F33657-96-C-2059
E HFW	1210065	Doug Hansford	SEAL BEACHF33657	-96-C-2059
KIR 1A	6440	ELIE SAAD	LONG BEACH	F33657-96-C-2059
KIR 1C	6004	ELIE SAAD	LONG BEACH	F33657-96-C-2059
KIR 1C	7906	ELIE SAAD	LONG BEACH	F33657-96-C-2059
		CONFORM	ED CONTD ACT E22657 02 (C 2001 (12/01/2004) SECTIO

252.242-7000 252.243-7002 252.244-7000

252.245-7001 252.246-7001 252.247-7023

KIT 1C	90.4	ELIE SAAD	LONG BEACH	F22657 06 C 2050
	80 4		LONG BEACH	F33657-96-C-2059
KIT 1C	2747	ELIE SAAD		F33657-96-C-2059
KOI 18	51419	ELIE SAAD	LONG BEACH	F33657-96-C-2059
KY 58	36465	ELIE SAAD	LONG BEACH	F33657-96-C-2059
KY 58	36665	ELIE SAAD	LONG BEACH	F33657-96-C-2059
KYK 13	63828	ELIE SAAD	LONG BEACH	F33657-96-C-2059
KYV 5	468	ELIE SAAD	LONG BEACH	F33657-96-C-2059
KYV 5	5594	ELIE SAAD	LONG BEACH	F33657-96-C-2059
KYV 5	6171	ELIE SAAD	LONG BEACH	F33657-96-C-2059
RT 1794 C	18	ELIE SAAD	LONG BEACH	F33657-95-C-2059
RT 1794 C	5	ELIE SAAD	LONG BEACH	F33657-96-C-2059
RT 1794 C	7	ELIE SAAD	LONG BEACH	F33657-96-C-2059
RT 1794 C	8	ELIE SAAD	LONG BEACH	F33657-96-C-2059
RT 1794 C	23	ELIE SAAD	LONG BEACH	F33657-96-C-2059
RT 1794 C	30	ELIE SAAD	LONG BEACH	F33657-96-C-2059
RT 1794 C	81	ELIE SAAD	LONG BEACH	F33657-96-C-2059
RT 1794 C	1315	ROBIN DUNDAS		F33657-96-C-2059
RT 1794 C	1319	ROBIN DUNDAS		F33657-96-C-2059
RT 1794 C	1583	ALEX CAPPELLI		F33657-96-C-2059
RT 1794 C	1730	ALEX CAPPELLI		F33657-96-C-2059
				F33657-96-C-2059
RT 1794 C	1731	ROBIN DUNDAS		
RT 1794 C	1758	ALEX CAPPELLI		F33657-96-C-2059
RT 1794 C	1759	ALEX CAPPELLI		F33657-96-C-2059
RT 1794 C	1760	ALEX CAPPELLI		F33657-96-C-2059
RT 1794 C	1761	ALEX CAPPELLI		F33657-96-C-2059
RT 1794 C	1762	ALEX CAPPELLI		F33657-96-C-2059
RT 1794 C	1926	ROBIN DUNDAS		F33657-96-C-2059
RT 1794 C	1927	ROBIN DUNDAS		F33657-96-C-2059
RT 1794 C	1928	ROBIN DUNDAS		F33657-96-C-2059
RT 1794 C	1929	ALEX CAPPELLI		F33657-96-C-2059
RT 1794 C	1930	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
RT 1794 C	1934	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
RT 1794 C	1935	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
RT 1794 C	1936	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
RT 1794 C	1938	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
RT 1794 C	1940	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
RT 1794 C	1965	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
RT 1794 C	1966	ALEX CAPPELLI		F33657-96-C-2059
RT 1794 C	1967	ALEX CAPPELLI	LONG BEACH	F33657-96-C-2059
RT 1794 C	1968			F33657-96-C-2059
RT 1794 C		ALEX CAPPELLI		F33657-96-C-2059
RT 1794 C		ALEX CAPPELLI		F33657-96-C-2059
RT 1794 C		ALEX CAPPELLI		F33657-96-C-2059
RT 1794 C		ALEX CAPPELLI		F33657-96-C-2059
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RT 1794 C		ALEX CAPPELLI		F33657-96-C-2059'
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			TEMS AND COMMER	CIAL COMPONENTS
(DOD CONTR			T\/ /NAN\/ 4004\	
		NMENT PROPER	i i (IVIA i 1994)	
WARRANTY (EA (MAD 0000)	
I KANSPUR I	A HON O	F SUPPLIES BY S	EA (IVIAK 2000)	

252.249-7002 NOTIFICATION OF ANTICIPATED CONTRACT TERMINATION OR REDUCTION (DEC 1996)

C. AIR FORCE FEDERAL ACQUISITION REGULATION SUPPLEMENT CONTRACT CLAUSES

5352.204-9000 NOTIFICATION OF GOVERNMENT SECURITY ACTIVITY (MAY 1996)

5352.204-9001 VISITOR GROUP SECURITY AGREEMENTS (MAY 1996)

5352.223-9000 ELIMINATION OF USE OF CLASS I OZONE DEPLETING SUBSTANCES (ODS) (MAY 1996)

laau) Doro (d) Cuboton

Para (d), Substances are '

Halon 1301 O&M 86.5 lbs per A/C, 5190 lbs total for 60 A/C

Halon 1211 O&M 45 lbs per A/C, 2700 lbs total for 60 A/C'

D. AIR FORCE MATERIEL COMMAND FEDERAL ACQUISITION REGULATION SUPPLEMENT CONTRACT CLAUSES

5352.217-9010 ASSOCIATE CONTRACTOR AGREEMENTS (AFMC) (JUL 1997)

Para (a), Name of the Program or Project 'C-17 Program'

Para (h), Associate Contractors, Address and Program/Contract(s) are '

C-17 Engine contractor

United Technologies Corporation

Pratt & Whitney

ATTN: Mr. Doug Bober

400 Main St.

Mail Drop 182-14

East Hartford, CT 06108

F-117-PW-100 Engine Purchase

USAF F33657-94-C-2155

C-17 Maintenance Training contractor

AAI Engineering Support, Inc.

Post Office Box 1108

Hunt Valley, Maryland 21030-1108

C-17 Maintenance Training System (MTS) Program

USAF F33657-97-C-2009'

5352.243-9001 ADVANCE CHANGE ADJUSTMENT AGREEMENTS (AFMC) (APR 2001)

Para (a), Dollar Amount '\$100,000.00 per aircraft CLIN' Para (a), Dollar Amount '\$100,000.00 per aircraft CLIN'

5352.245-9004 BASE SUPPORT (AFMC) (JUL 1997)

Para (e), List Installations 'TBD - May be necessary for warranty correction efforts.' Para (f), List Support Items 'TBD - May be necessary for warranty correction efforts.'

II. NOTICE: The following contract clauses pertinent to this section are hereby incorporated in full text:

A. FEDERAL ACQUISITION REGULATION CONTRACT CLAUSES IN FULL TEXT

52.216-24 LIMITATION OF GOVERNMENT LIABILITY (APR 1984)

- (a) In performing this contract, the Contractor is not authorized to make expenditures or incur obligations exceeding Insert a value by UCA. dollars.
- (b) The maximum amount for which the Government shall be liable if this contract is terminated is Insert a value by UCA. dollars.

52.232-01 PAYMENTS (APR 1984)

The Government shall pay the Contractor, upon the submission of proper invoices or vouchers, the prices stipulated in this contract for supplies delivered and accepted or services rendered and accepted, less any deductions provided in this contract. Unless otherwise specified in this contract, payment shall be made on partial deliveries accepted by the Government if--

- (a) The amount due on the deliveries warrants it; or
- (b) The Contractor requests it and the amount due on the deliveries is at least \$1,000 or 50 percent of the total contract price.

52.252-02 CLAUSES INCORPORATED BY REFERENCE (FEB 1998)

This contract incorporates one or more clauses by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. Also, the full text of a clause may be accessed electronically at this/these address(es): http://farsite.hill.af.mil/

52.252-06 AUTHORIZED DEVIATIONS IN CLAUSES (APR 1984)

- (a) The use in this solicitation or contract of any Federal Acquisition Regulation (48 CFR Chapter 1) clause with an authorized deviation is indicated by the addition of "(DEVIATION)" after the date of the clause.
- (b) The use in this solicitation or contract of any Defense Federal Acquisition Regulation Supplement (48 CFR Chapter 2) clause with an authorized deviation is indicated by the addition of "(DEVIATION)" after the name of the regulation.

B. DEFENSE FAR SUPP CONTRACT CLAUSES IN FULL TEXT

252.227-7030 TECHNICAL DATA--WITHHOLDING OF PAYMENT (MAR 2000)

- (a) If technical data specified to be delivered under this contract, is not delivered within the time specified by this contract or is deficient upon delivery (including having restrictive markings not identified in the list described in the clause at 252.227-7013(e)(2) or 252.227-7018(e)(2) of this contract), the Contracting Officer may until such data is accepted by the Government, withhold payment to the Contractor of one percent (1%) of the total contract price or amount unless a lesser withholding is specified in the contract. Payments shall not be withheld nor any other action taken pursuant to this paragraph when the Contractor's failure to make timely delivery or to deliver such data without deficiencies arises out of causes beyond the control and without the fault or negligence of the Contractor.
- (b) The withholding of any amount or subsequent payment to the Contractor shall not be construed as a waiver of any rights accruing to the Government under this contract.

DOCUMENT	PGS	DATE	TITLE
EXHIBIT A This attachment/exhibit	37 t was modi	11 JAN 2002 fied by: P00002,	EXHIBIT A - GENERAL CDRLS P00001.
EXHIBIT B	16		EXHIBIT B - CDRL NOTES CDRL TABLE OF CONTENTS CDRL ADDRESS LIST
EXHIBIT C	62	18 MAR 2003	EXHIBIT C - TECHNICAL DATA PACKAGE CDRLS/C-17 DIGITAL DATA DELIVERY REQUIREMENTS
This attachment/exhibit	was modi	fied by: P00002,	
ATTACHMENT 1	7	18 MAR 2003	C-17 MULTI-YEAR PRODUCTION STATEMENT OF WORK (SOW) FOLLOW-ON BUY
This attachment/exhibit	was modi	fied by: P00008.	WORK (COW) FOLLOW CIVED I
ATTACHMENT 2 This attachment/exhibit	5 t was modi	27 APR 2004 fied by: P00001,	MASTER GFE LIST P00023.
ATTACHMENT 3	5	31 JAN 2002	DD 254 (CONTRACT SECURITY CLASSIFICATION SPECIFICATION)
ATTACHMENT 4	6	15 JAN 2004	BOEING / USAF ECONOMIC PRICE ADJUSTMENT (EPA) MODEL AND INDICES
This attachment/exhibit	was modi	fied by: P00018.	(El 71) MODEL 71110 INDIOE0
ATTACHMENT 5	1		NONCOMMERCIAL TECHNICAL DATA IDENTIFICATION AND ASSERTIONS
ATTACHMENT 6 This attachment/exhibit	2 was modi	24 MAR 2003 fied by: P00007.	PERFORMANCE BASED PAYMENTS
ATTACHMENT 7	14	01 OCT 2002	THE BOEING COMPANY 2003 DOD COMPREHENSIVE SUBCONTRACTING PLAN DATED SEPTEMBER 2002
This attachment/exhibit	was modi	fied by: P00010.	DATED SEFTEMBER 2002
ATTACHMENT 8	1		MILITARY UNIQUE ITEMS (PER H-031 FAR FLOWDOWN REQUIREMENTS)
ATTACHMENT 9 This attachment/exhibit	10 was modi	15 JAN 2004 fied by: P00018.	ECONOMIC PRICE ADJUSTMENT - VOUGHT
ATTACHMENT 10	4		AIRCRAFT RESCUE FIRE FIGHTING (ARFF) STATEMENT OF WORK
ATTACHMENT 11 This attachment/exhibit	0 was modi	fied by: P00008.	MBD CONSIDERATION TASK DESCRIPTIONS
ATTACHMENT 12 This attachment/exhibit	0 t was modi	29 SEP 2003 fied by: P00015.	TCAS OVERLAY STATEMENT OF WORK

ATTACHMENT 13 9 15 JAN 2004 H-033 CLAUSE (ECONOMIC PRICE ADJUSTMENT

MAY 2002)

This attachment/exhibit was modified by: P00018.

ATTACHMENT 1A 2 13 OCT 2004 FOLLOW-ON OBSOLESCENCE MITIGATION

MATRIX

This attachment/exhibit was modified by: P00028.

ATTACHMENT 1B 8 FLIGHT OPERATIONS TRAINING

DOCUMENTATION AND ASSOCIATED

EXEMPTIONS

SUPPLIER LISTS

ATTACHMENT 6A 1 16 APR 2004 AIRCRAFT PERFORMANCE BASED PAYMENTS

This attachment/exhibit was modified by: P00003, P00007, P00005, P00004, P00006, P00013, P00014,

P00018, P00016, P00019, P00020, P00022.

ATTACHMENT 6B 3 ECONOMIC ORDER QUANTITY (EOQ)

PERFORMANCE BASED PAYMENTS

ATTACHMENT 6C 3 23 FEB 2004

This attachment/exhibit was modified by: P00016.

2

ATTACHMENT 9A

APPENDIX 9A VOUGHT EPA SPREADSHEETS

Contract F33657-02-C-2001 has been modified in the following order:

MOD	PRICE CHANGE	CUM PRICE	OBLIGATION CHANGE	CUM OBLIGATION
BASIC	\$9,761,999,989.00	\$9,761,999,989.00	\$245,900,000.00	\$245,900,000.00
P00002	\$0.00	\$9,761,999,989.00	\$211,800,000.00	\$457,700,000.00
P00003	\$27,009,102.00	\$9,789,009,091.00	\$7,500,000.00	\$465,200,000.00
P00001	\$0.00	\$9,789,009,091.00	\$0.00	\$465,200,000.00
P00007	-\$45.00	\$9,789,009,046.00	\$1,041,399,990.00	\$1,506,599,990.00
P00005	\$20,246,241.00	\$9,809,255,287.00	\$2,877,658.00	\$1,509,477,648.00
P00009	\$0.00	\$9,809,255,287.00	\$166,499,993.00	\$1,675,977,641.00
P00004	-\$1,184,484.00	\$9,808,070,803.00	-\$128,695.00	\$1,675,848,946.00
P00006	\$406,000.00	\$9,808,476,803.00	\$203,000.00	\$1,676,051,946.00
P00011	\$2,915,157.00	\$9,811,391,960.00	\$318,773.00	\$1,676,370,719.00
P00010	\$0.00	\$9,811,391,960.00	\$0.00	\$1,676,370,719.00
P00013	\$2,027,345.00	\$9,813,419,305.00	\$68,460.00	\$1,676,439,179.00
P00008	\$0.00	\$9,813,419,305.00	\$0.00	\$1,676,439,179.00
P00014	\$1,462,653.00	\$9,814,881,958.00	\$642,229.00	\$1,677,081,408.00
P00017	\$0.00	\$9,814,881,958.00	\$158,900,000.00	\$1,835,981,408.00
P00015	\$0.00	\$9,814,881,958.00	\$0.00	\$1,835,981,408.00
P00018	\$35,549,921.00	\$9,850,431,879.00	\$1,878,565,041.00	\$3,714,546,449.00
P00016	-\$629,213.00	\$9,849,802,666.00	\$11,634.00	\$3,714,558,083.00
P00019	\$10,630,448.00	\$9,860,433,114.00	\$4,552,086.00	\$3,719,110,169.00
P00020	\$12,308,215.00	\$9,872,741,329.00	\$9,626,137.00	\$3,728,736,306.00
P00023	\$0.00	\$9,872,741,329.00	\$0.00	\$3,728,736,306.00
P00022	\$3,031,516.00	\$9,875,772,845.00	\$874,488.00	\$3,729,610,794.00
P00025	\$0.00	\$9,875,772,845.00	\$0.00	\$3,729,610,794.00
P00024	\$0.00	\$9,875,772,845.00	\$0.00	\$3,729,610,794.00
P00027	\$0.00	\$9,875,772,845.00	\$0.00	\$3,729,610,794.00
P00021	\$0.00	\$9,875,772,845.00	\$0.00	\$3,729,610,794.00
P00028	\$0.00	\$9,875,772,845.00	\$0.00	\$3,729,610,794.00
PDM001	\$0.00	\$9,875,772,845.00	\$0.00	\$3,729,610,794.00*

In-process actions are marked with *.

H-015 CANCELLATION CEILING (MAR 2002)

(a) In accordance with FAR 52.217-2 entitled "Cancellation Under Multiyear Contracts," this Special Contract Requirement (SCR) identifies the cancellation ceiling (by fiscal year). The Cancellation Ceilings are identified below and represent the total maximum potential liability to the Government in the event of Cancellation (as defined herein). The Contractor's right to payment for cancellation charges up to the ceiling amount for a given fiscal year expires upon full funding of the following fiscal year increment of aircraft.

FY	Cancellation Ceiling Amount
FY03	\$ ##########
FY04	\$ ##########
FY05	\$ ###########
FY06	\$ ##########

The Cancellation Ceiling values above assume full funding is provided by the government on 01 October of each Fiscal Year. Should contract cancellation occur after 01 October but prior to full funding, an equitable adjustment to the cancellation ceiling values shall be negotiated between the government and the contractor.

- (b) In accordance with FAR 17.104(b), the provisions of FAR 52.217-2 entitled "Cancellation Under Multiyear Contracts" are tailored by this SCR as follows:
 - (1) Each fiscal year requirement is priced in then-year dollars.
 - (2) The term "Cancellation" is as defined herein.
 - (3) Any Contractor claim for MYP cancellation charges is as defined herein.

(c) Definitions:

- (1) Cancellation: Includes either (1) notification and/or failure to provide notification to the Contractor that the Government will not fund multi-year production of any C-17 aircraft for any future program-year or (2) Government notification that funding for continued C-17 production will be for a lower quantity (USAF and/or FMS) than required for the next fiscal year aircraft CLIN.
 - (2) Cancellation Charges are limited to the following:
- (i) Program Discontinuation Costs. These costs include all increased cost allocations to fully-funded delivered and in process fiscal year aircraft that would not have occurred had succeeding fiscal year buys been fully-funded:
 - (ii) Prime Contractor's unfunded obsolescence development costs;
 - (iii) Subcontractor cancellation costs: and
 - (iv) A reasonable profit in accordance with FAR 52.217-2(d).
- (3) Cancellation Ceiling. The maximum amount (beyond all funding to date) that the Government is obligated to pay the Contractor in the event of cancellation, except as provided in paragraph (d) of this SCR.
- (d) Not subject to the cancellation ceiling are tooling disposition costs, post-delivery support costs and the write-off of net book value of assets that is not otherwise allocable to other contracts. These costs (tooling disposition, post-delivery support and the write-off of net book value of assets) are not included in this adjustment and will be the subject of a separate proposal activity.

(e) Following Cancellation (as defined in this clause), the Contractor shall submit a proposal setting forth its proposed adjustments. This proposal shall be submitted to the Air Force within one (1) year of Cancellation, and shall become the basis for negotiations of a fair and reasonable adjustment to the contract. The proposal shall address any impacts as a result of direct commercial sales/deliveries.

F33657-02-C-2001 Section H

H-023 TAILUP COSTS (MAY 2002)

The parties agree that costs the contractor may incur relative to continuation of the C-17 MYP program beyond FY08 at a build rate of less than 15 per year (tail-up costs) or equivalent business base are not included in the firm fixed price of this contract. If the Air Force has not identified a requirement, such as an approved Program Management Directive (PMD) and/or corresponding funding in the President's Budget (PB) submission, for a follow-on effort to continue C-17 production at a build rate of 15 aircraft per year by May 2006, the contractor may submit a price proposal for production rate impacts related to tail-up expenses. The fair and reasonable price definitization of any tail-up proposal, if appropriate, will occur after receipt of FY07 funding. This price proposal shall not exceed the following amounts per lot:

FY07 Aircraft \$###########

FY08 Aircraft \$###########

The values identified above assume Government continued authorization of this C-17 MYP production contract at a build rate of 8 aircraft per year. Should the follow-on production effort be authorized at a build rate of less than 8 per year, the contractor shall be entitled to an appropriate adjustment to reflect the authorized aircraft quantity. This proposal shall become the basis for negotiation of a fair and reasonable adjustment to the contract.

SECTION H – SPECIAL CONTRACT REQUIREMENTS
All changes to H-033 are highlighted within the clause by **bold text**.

1. Section H is hereby modified to reflect the following changes:

H-033 ECONOMIC PRICE ADJUSTMENT (EPA) (MAY 2002)

- I. EPA Adjustment Model
- (a) The purpose of this Economic Price Adjustment (EPA) provision is to provide for adjustment to the Fiscal Year (FY) lot prices based upon certain index fluctuations. Economic price adjustments shall be made only as provided herein regardless of the cost during the performance of the contract.
- (b) Adjustments shall be based solely on the following indices published by the Department of Labor, Bureau of Labor Statistics (BLS) for actual indices and DRI/WEFA for forecast indices:

INDEX

ADJUSTMENT CATEGORIES

ECI3721 Total Comp ECIWSS3721NS BLS ECU18102I (SIC3721)

Labor

PPI 3728NS AC Parts & Equip BLS PCU3728#

Material

Adjustment will not be made for the estimated portion of price that is not subject to escalation. This includes suppliers and material where Boeing has long term price agreements or multiyear contracts that do not include EPA clauses. For purposes of this clause, the distribution of total price for application of the Labor Index, Material Index and Price Not Subject to Adjustment (PNSTA) is found in Figure 2.

Vought is included in PNSTA as a pass-through to USAF. There will be a separate EPA clause between Boeing and Vought. All price adjustments will be passed through to the USAF per Section II below.

- (c) In the event that BLS or DRI/WEFA discontinues determining one or both of the indices referred to in the preceding paragraph, the parties shall mutually agree upon an appropriate substitute for the discontinued index. In the event the BLS or DRI/WEFA alters its method of calculating the index, (i.e., the baseline year for index calculation changes) appropriate adjustments shall be made by the parties to place the changed index on a basis comparable to the index calculated before the change. If the parties fail to agree upon an appropriate substitute or adjusted index within ninety (90) days after the aforementioned index is discontinued, the Contracting Officer shall make a determination of an appropriate index within ninety (90) calendar days after notification that an index has been discontinued or altered. Such determination shall be subject to dispute under the Disputes clause.
- (d) The terms in this EPA clause have the definitions set forth below:
 - (1) Lot Prices: The price included in this contract for each Lot (FY).

- (2) Adjustment to Lot Prices: Inclusion of engineering change proposals (ECPs) or any other contract modification in this EPA clause shall be by mutual agreement of Boeing and the USAF.
- (3) Components of Unit Price: These are the various components that make up the unit price, which consist of Labor, Materials, and that portion of Price that is Not Subject to Adjustment (PNSTA). Vought is included in PNSTA as a pass-through to USAF.
- (4) Expenditure Profile by Lot (FY): This reflects the Contractor's estimated expenditure profile as a percentage of the total price for each Lot (FY) as the expenditures occur across various calendar years.
- (5) Baseline Indices (CY Average) 2002 2008: These quarterly indices are published by DRI/WEFA. Baseline indices for this clause are the 4th Quarter 2001 release from DRI/WEFA. Indices will be rounded to three significant digits to the right of the decimal place. The indices are rebased to 2nd Quarter 2001 (rebasing is accomplished by dividing all indices by the 2nd Quarter 2001 index) and a calendar average is generated from the quarterly values.
- (6) Actual Indices: These quarterly indices are the final actual indices published by the BLS (preliminary BLS indices shall not be used). If BLS has not yet published the required index, then projected DRI/WEFA Indices will be used in place of actuals. Indices will be rounded to three significant digits to the right of the decimal place. The indices are rebased to 2nd Quarter 2001 and a calendar average is generated from the quarterly values.
- (7) Baseline Weighted Average Index (EWAI): The BWAI is calculated by applying the CY Expenditure Profile by Fiscal Year (FY) Lot to the applicable Baseline Indices (CY Average).
- (8) Actual Weighted Average Index (AWAI): The AWAI is calculated by applying the CY Expenditure Profile by Fiscal Year (FY) Lot to the applicable Actual Indices (CY Average).
- (9) Price Adjustment: The amount of the increase or decrease in the total price for each Lot (FY) as calculated in accordance with this clause.
- (e) This clause shall apply to the FY Lot Prices set forth below in Figure 1.
- (f) The EPA adjustment will be made using the jointly agreed-to model. The model is described in paragraph (k) following. For working purposes, the model is also provided to the Government on CD #Disc_050902_2 and to Boeing on CD #Disc_050902_3. In the event of a conflict, this clause shall take precedence over the CD models.
- (g) EPA adjustment calculations will be made at the time of full funding of each FY procurement. The indices to be used shall be those in effect as of 30-Nov of the FY (e.g. for the FY04 full funding, the indices in effect on 30-Nov-03 shall be used). The dollar adjustments shall be made to the contract price within thirty (30) days of the submission by the contractor of the calculation for the amount of the EPA clause adjustment. The total value of the change shall be implemented in the Aircraft CLIN. Adjustment will be made to each lot only one time. Once a price adjustment under this clause has been made, further adjustments shall not be made unless BLS or DRI/WEFA acknowledges a significant error (an error that would impact the price of any lot by more than \$500,000) was made in the indices used in calculation of any adjustment.
- (h) The Actual Index used for application of this clause shall be the published BLS Quarterly index. Availability of BLS data (i.e. actual or preliminary) takes precedence over DRI/WEFA.

However, if the BLS Quarterly index is not yet published, DRI/WEFA Quarterly index will be used.

- (i) FY-03 Lot 15B shall be excluded from adjustment. For the purpose of this clause only, Figure 1 contains the prices by FY for all CLINs and Figure 6 contains the estimated expenditure profile by FY. Figure 1 values shall be adjusted in the model to reflect any agreed-to contract FY changes or adjustments. The expenditure profile (Figure 6) shall not be adjusted. Figure 4 contains the Baseline Indices that the parties have agreed to for the entire period of performance of this contract. These reflect the DRI/WEFA indices that were posted to the DRI/WEFA website in February 2002. Figure 7 contains the Baseline Weighted Average Indices. In all following tables in paragraph (k), indices have been rebased to calendar 2Q2001.
- (j) Subject EPA adjustments shall be upward or downward. If the absolute value of the calculated adjustment is greater than the following trigger band values, then full adjustment amount is due. Otherwise the adjustment amount will be zero (0).

Lot 15B	Lot 16	Lot 17	Lot 18	Lot 19	Lot 20
FY-03 7	FY-04 11	FY-05 14	FY-06 15	FY-07 13	FY-08
	FY-03 7		FY-03 FY-04 FY-05	FY-03 FY-04 FY-05 FY-06	FY-03 FY-04 FY-05 FY-06 FY-07

- (k) A description of the calculations used in the EPA Clause adjustment model follows. All references and values for "actual" indices and for adjustment calculations are examples only. Attachment 4 contains the Boeing / USAF Economic Price Adjustment (EPA) model.
- Given the FY Lot Prices, adjust for any changes to Price to calculate Lot Price.

Formula in Model: LotPrice=+(+PriceInMil*1000000,0)+Adjustments to Price

Lot FY Quantity	Lot 15B FY-03 7	Lot 16 FY-04	Lot 17 FY-05	Lot 18 FY-06	Lot 19 FY-07	Lot 20 FY-08	Total
Total Price in Millions Adjustments to Price Calc of "Exact" Lot Price		,			2 02		

Figure 1: Price by Lot (Note: These prices include appropriate allocation of EOQ funds)

 Given the Components of Unit Price: The Percent of Total Price for Labor, Material and Price Not Subject To Adjustment (PNSTA). These values are calculated as percents of one hundred.

Component of Unit Price				
*	ECI 3721			
****	PPI 3728			
0				
	- 1- 2-			

Figure 2: Component of Unit Price

3. To calculate the Baseline Price for Labor and Material by Lot: Multiply the Percents from Components of Unit Price (Figure 2) by the Price by Lot (Figure 1).

Formula in Model: LaborBaselinePrice=Round(LotPrice*PercentLabor,0)
Formula in Model: MaterialBaselinePrice=Round(LotPrice*PercentMaterial,0)

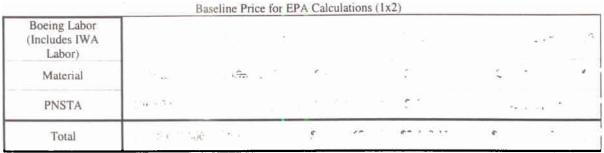


Figure 3: Baseline Price for Labor and Material

4. Given Baseline (rebased) Indices for Labor and Material.

Baseline Indices in EPA Clause							
	CY 2002	CY 2003	CY 2004	CY 2005	CY 2006	CY 2007	CY 2008
ECI3721 Total Comp ECIWSS3721NS							
PPI 3728NS AC Parts & Equip							

Figure 4: Baseline Indices

5. Input the Actual Indices rebased to 2Q2001 as published by BLS. (The values in the following table and other tables that show "actual" values are for example purposes only. The true "actual" values will be generated in the excel model at the time of EPA calculation)

Input Actual Indices at Time of Price Adjustment								
	CY 2002	CY 2003	CY 2004	CY 2005	CY 2006	CY 2007	CY 2008	
ECI3721 Total Comp ECIWSS3721NS	056	1.145	1.182	1.222	1.268	1.309	1.355	
PPI 3728NSAC Parts & Equip	1.015	1.014	1.022	1.034	1.053	1.073	1.090	

Figure 5: Actual Indices

6. Given the Expenditure profile by FY-Buy and by Calendar Year

Expenditure Profile by FY Buy	7	11	14	15	13	0
	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
2002						
2003						
2004						
2005						
2006						
2007						
2008						

Total 100.0% 100.0% 100.0% 10	100.0%	100.0% 100	0.0%	100.0%	100.0%	0.0%
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Figure 6: Expenditure Profile

7. To calculate the Baseline Weighted Average Index: Multiply the Baseline Indices (Figure 4) by the Expenditure Profile percentages for each FY (Figure 6). These products shall then be summed to obtain the Baseline Weighted Average Index.

For example: The FY-03 Baseline Labor Weighted Average Index:

 $1.103 = (.0850 \times 1.042) + (.3065 \times 1.083) + (.6085 \times 1.121)$

Formula in Model: BaselineWtAvgIndexECI3721

- =(Expend2002*ECl3721 CY2002_)+(Expend2003*ECl3721 CY2003_)
- +(Expend2004*ECl3721 CY2004_)+(Expend2005*ECl3721 CY2005_)
- +(Expend2006*ECl3721 CY2006_)+(Expend2007*ECl3721 CY2007_)
- +(Expend2008*ECI3721 CY2008_)

(For any FY Lot, the product of the 2002 Index and the percent expended for 2002, is added to the product of the 2003 Index and the percent expended for 2003, is added to the product of the 2004 Index and the percent expended for 2004, etc. No rounding.)

Formula in Model: BaselineWtAvgIndexPPI3728NS

- =(Expend2002*PPI3728NS CY2002_)+(Expend2003*PPI3728NS CY2003_)
- +(Expend2004*PPl3728NS CY2004_)+(Expend2005*PPl3728NS CY2005_)
- +(Expend2006*PPI3728NS CY2006_)+(Expend2007*PPI3728NS CY2007_)
- +(Expend2008*PPI3728NS CY2008_)

(For any FY Lot, the product of the 2002 Index and the percent expended for 2002, is added to the product of the 2003 Index and the percent expended for 2003, is added to the product of the 2004 Index and the percent expended for 2004, etc. No rounding.)

Baseline	e Weighted	Average Inc	dex (4 x 6)			
	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
ECI3721 - Total Comp ECIWSS3721NS						
PPI 3728NS - AC Parts & Equip						

Figure 7: Baseline Weighted Average muex

8. To calculate the Actual Weighted Average Index: Multiply the Actual Indices (Figure 5) by the Expenditure Profile percentages by FY (Figure 6). These products shall then be summed to obtain the Baseline Weighted Average Index.

Formula in Model: BaselineWtAvgIndexECI3721=

(Expend2002*ActualECl3721 CY2002_)+(Expend2003*ActualECl3721

CY2003_)+(Expend2004*ActualECl3721 CY2004_)+(Expend2005*ActualECl3721 CY2005_)+(Expend2006*ActualECl3721 CY2006_)+(Expend2007*ActualECl3721

CY2007_)+(Expend2008*ActualECI3721 CY2008_)

(For any FY Lot, the product of the 2002 Index and the percent expended for 2002, is added to the product of the 2003 Index and the percent expended for

2003, is added to the product of the 2004 Index and the percent expended for 2004, etc. No rounding.)

Formula in Model: BaselineWtAvgIndexPPI3728NS =
(Expend2002*ActualPPI3728NS CY2002_)+(Expend2003*ActualPPI3728NS CY2003_)
+(Expend2004*ActualPPI3728NS CY2004_)+(Expend2005*ActualPPI3728NS CY2005_)
+(Expend2006*ActualPPI3728NS CY2006_)+(Expend2007*ActualPPI3728NS CY2007_)
+(Expend2008*ActualPPI3728NS CY2008_)

(For any FY Lot, the product of the 2002 Index and the percent expended for 2002, is added to the product of the 2003 Index and the percent expended for 2003, is added to the product of the 2004 Index and the percent expended for 2004, etc. No rounding.)

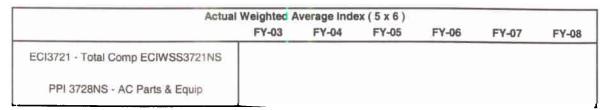


Figure 8: Actual Weighted Average Index

9. To determine the Adjustment Factor: Divide Each Actual Weighted Average Index Value (Figure 8) by the Baseline Average Index Value (Figure 7).

Formula in Model:

<u>LaborAdjFactor</u>=(ActualWtAvgIndexECl3721/BaseWtAvgIndexECl3721)

Formula in Model: MaterialAdiFactor

=(ActualWtAvgIndexPPl3728NS/BaseWtAvgIndexPPl3728NS)

Actual Weighted Avera	ge Index / Bar	seline Weig	hted Averag	e Index (8	17)	
	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08
Labor Adjustment Factor	1				_	
Material Adj. Factor						

Figure 9: Adjustment Factor

10. To calculate the Actual EPA Adjusted Price: Multiply the Baseline Dollar Values (Figure 3) by the Adjustment Factor (Figure 9). Values are rounded to whole numbers.

Formula in Model: LaborAdjPrice=Round(LaborAdjIndex*LaborBaselinePrice,0)
Formula in Model: MaterialAdjPrice=Round(MaterialAdjIndex*MaterialBaselinePrice,0)



Figure 10: Actual EPA Adjusted Price (FY-03 is excluded from the EPA adjustment)

11. To calculate the Labor and Material Change: Subtract Baseline Price (Figure 3) from Actual EPA Adjusted Price (Figure 10).

Formula in Model: LaborChange=LaborAdjPrice-LaborBaselinePrice Formula in Model: MaterialChange=MaterialAdjPrice-MaterialBaselinePrice

	Lot 15B	Lot 16	Lot 17	Lot 18	Lot 19	Lot 20	
	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	Total
Quantity	7	11	14	15	13	0	60
Total Labor Change							
Total Material							
Change							

Figure 11: Labor and Material Change

12. To calculate the Total Calculated Change: Add the Labor and Material Change (Figure 11) together. All price adjustments are rounded to the nearest dollar.

Formula in Model: TotalCalculatedChange=+LaborChange+MaterialChange

Quantity	Lot 15B FY-03	Lot 16 FY-04	Lot 17 FY-05 14	Lot 18 FY-06	Lot 19 FY-07	Lot 20 FY-08	Total
Total Labor Change Total Material Change Calculated Change			14	15	13		60

Figure 12: Total Calculated Change

13. Calculate the Actual Contract Adjustment: If the absolute value of the calculation exceeds the trigger band, the full amount is due. If the absolute value of the calculation doesn't exceed the trigger band, then the adjustment value will be zero (0).

Formula in Model: =Actual Contract Adjustment = IF(Calculated Change > Trigger Band, Calculated Change, 0)

	Lot 15B FY-03	Lot 16 FY-04	Lot 17 FY-05	Lot 18 FY-06	Lot 19 FY-07	Lot 20 FY-08	Total
Quantity	7	11	14	15	13	O	60
Total Labor Change							
Total Material Change							
Calculated Change							
Trigger Band							
Contract Adjustment w/o Vought							
Vought Adjustment							
Total Calc'd Adjustment							

Figure 13: Actual Contract Aujustment

II. Vought Economic Price Adjustment

Economic price adjustment between Vought and Boeing shall be made as provided herein.

- (a) All price adjustments made between Vought and Boeing will be directly passed through to the USAF without regard to the trigger band in paragraph I.(j) above.
- (b) No price adjustment will be made to Lot 15B (quantity of 4) or to Lot 16 (quantity of 10) and one aircraft of Lot 17.
- (c) Changes to lot quantities will require a restructuring of the clause.
- (d) Section II adjustment is predicated on the Boeing / Vought EPA clause per the Boeing / Vought agreement in Section J Attachment 9.
- (e) Methodology to be employed is shown below.
- 1. A Lot 17 economic price adjustment provided to Boeing from Vought of \$1,362 50 is assumed for the purpose of this example only. Refer to Figure 14. Note that Vought lot quantities are different from the Boeing lot quantities.

FY	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	Total
Boeing Lot	Lot 15B	Lot 16	Lot 17	Lot 18	Lot 19	Lot 20	
Quantity	7	11	14	15	13		60
Vought Lot	16	17	18	19			
Quantity	15	15	15	15			Total
ought EPA Value	е						
Vought	\$ -	\$					\$

Figure 14: Lot Quantities

2. Because the Vought lot quantities differ from the Boeing lot quantities, ratios are derived to convert Vought Lot EPA values to Boeing lot EPA values. Refer to Figure 15.

Lot 15B	Lot 16	Lot 17	Lot 18	Lot 19	Lot 20	
7	11	14	15	13	0	60
						-
						-

Figure 15: Ratios

- 3. The ratios are converted to lot percentages in Figure 16. The percentages denote how the Vought economic adjustment dollar value of \$1.3.3.45 is distributed to Boeing Lots:
 - 20.0 % of the \$135€/ ≥ will be distributed to Boeing's Lot 16
 - 80.0 % of the \$1.767 60 will be distributed to Boeing's Lot 17

Boeing Lot	Lot 15B	Lot 16	Lot 17	Lot 18	Lot 19	Lot 20	
Quantity	7	11	14	15	13	0	60
15	46.67%	53.33%	0.00%			<u> </u>	100.00%
16		20.00%	80.00%	0.00%			100.00%
17			13.35%	86.67%	0.00%		100.00%

18	13.33%	86.67%	0.00%	100.00%

Figure 16: Conversion Percentages

4. The lot percentages are then applied to the \$3000 avalue such that \$5000 is distributed to Boeing's Lot 16 and \$5000 is distributed to Boeing's Lot 17. Refer to Figure 17.

	ot 20	1	ot 19	Lot 18	- 1	t 17	L	ot 16	L	Lot 15B	Boeing Lot
60	0		13	15		14		11		7	Quantity
	\$					Œ	S	(+:	\$	\$	15
(202) (19	\$			•	\$.,	\$ 1	ا جور سونا"	\$		16
	\$:	\$ *	\$		\$				17
	\$	\$		\$ -	\$						18
- to a fine	\$ *	\$		\$ -	\$		5 1	. , 1	\$	\$	Total

Figure 17: Actual Contract Adjustment